

# ILLUSTRATED TIMES

REGISTERED AT THE GENERAL POST OFFICE FOR TRANSMISSION ABROAD

THE RIGHT OF TRANSLATION AND REPRODUCING ILLUSTRATIONS IS RESERVED

No. 336.—VOL. 13.

LONDON, SATURDAY, SEPTEMBER 7, 1861.

PRICE 2½D.—STAMPED, 3½D.

## TOPICS OF THE DAY.

THE plot thickens apace, and coming events cast their shadows before. The oracle has again spoken, and this time there is no ambiguity in the words it has uttered. The trumpet has given forth a clear sound, and the nations prepare themselves for the coming strife. It matters comparatively little whether the new pamphlet was actually penned by an Imperial hand or merely inspired by an Imperial will. Its significance is in either case the same. The Papacy, it is clear, has run its appointed course. The time for action has arrived. Old things pass away and make room for new. No longer a geographical expression, Italy takes her place among the kingdoms of the earth, and, before the present year has completed its round, will receive her crowning touch in the Capitol. That befalls the Popedom now which is fabled to have happened

When came the crack of that tremendous doom  
That sent the false gods shivering from their seats,  
Shatter'd the superstitious dome that bled  
Heav'n's face to man, and on the lurid world

Let in effulgence of untainted light.  
Pope and priestcraft are hurled from the lofty height whence they have too long domineered over truth and civilisation, while reason and rational religion at length resume their proper place; for with the downfall of the temporal power of the Papacy will also topple over the mouldering fabric based upon ignorance, credulity, and superstition. The coincident publication of Baron Ricasoli's circular and of the remarkable pamphlet that has lately appeared in Paris, can hardly be attributed to accident—indeed, the latter is but the practical and logical sequence of the former. It is from Rome, the Italian Minister indignantly exclaims, that issue forth the brigand bands which infest the southern provinces of Italy and prevent the restoration of order and tranquillity. It is through the impunity afforded by the presence of the French garrison that a de-throned Monarch, aided by the Head of the Catholic Church, is enabled to conspire against his late subjects. But, now that the kingdom of Italy is established, whatever is Italian is comprised within it; and therefore it cannot be permitted that a gang of conspirators, however elevated their position, should carry on their machinations unrestrained and unmolested. This exposition of the case is at once accepted by the French pamphleteer, with the acknowledgment that, under such circumstances, French troops cannot be maintained at Rome without rendering France answerable before the civilised world for the continuance of a state of things which all good men must reprobate and deplore. But, if the troops be withdrawn, it is clear that the Papal power would not

survive for an hour. Is it essential, then, to the best interests of the Catholic Church that the sovereign rights of the Pontiff should be upheld contrary to the wishes of his subjects? Is it necessary for the cause of true religion that a system should be perpetuated which is directly opposed to the spirit of the age, and to the moral, social, and political progress of mankind? This, however, can scarcely be, for the temporalities of the See of Rome date only from the time of Charlemagne, or, rather, it is only since 1815 that the Popes have possessed the States of the Church as they existed prior to the awakening of Italy. Besides, the independence of the Pope and the splendour of the Catholic Hierarchy are abundantly

guaranteed by the Italian Government, while the union of the spiritual and temporal power has ever proved mischievous and undesirable. The consolidation of the kingdom of Italy is a matter of the most urgent importance, but that can only be effected by restoring to her the Eternal City, her legitimate capital. Not that this should be done hastily or arbitrarily. It is now the recognised right of every people to choose its own form of government, and the Romans are as much entitled to the exercise of this privilege as any other nation under the sun. Let it be decided, then, by universal suffrage, whether Pio Nono shall continue to be their Sovereign Prince, or whether

these our days, be given to her as the fruits of a victory won on other than Italian soil. It is plain that this covert menace can be directed, in the first place, only against Austria; but what is the meaning of the allusion to Belgium? Under the first empire Belgium was certainly annexed to France by force of arms, but by the same force she was freed from the unnatural alliance. The example of Charlemagne will hardly be adduced by a logical reasoner, for thence it would follow not that Belgium should belong to France, but that France should belong to Western Germany, and that Paris should veil its face in the presence of Aix la Chapelle. In

Cæsar's time, indeed, Belgium formed part of "omnis Gallia," but it may be questioned if Napoleon III. would care to recur to the division of Gaul into three parts. Still, it is notorious that every Bonapartist covets the possession of Belgium and the Rhenish provinces, even more than the avenging of Waterloo or the sack of the Tower of London. It is here advanced as the converse proposition to the restoration of Venetia to Italy. As Venetia is to Italy so is Belgium to France; but a battle fought and won beyond the frontiers of Italy may give her back her lost province. Is France, then, to be overlooked in the distribution of spoils? Is it always for "an idea" that she is to draw the sword? Shall Verona fall "in spite of the Quadrilateral," while the Rhine continues to roll onward its volume of waters far from the frontiers of France? What, besides, is the meaning of those vast armaments, of those experimental manœuvres of troops, of that studious court paid to the soldiery, which fills every bosom with disquiet, perplexing Monarchs with fear of change? M. de Morny himself only attributes the preservation of peace to the internal embarrassments of foreign Powers, as if to their weakness alone was due their abstinence from aggression. But France is assuredly unrestrained by any considerations of this nature. Never at any period of her history was she better prepared for the exercise of military force, and there is but one Power capable of opposing her. So long as our present Premier remains at the helm there is little danger of that one Power failing to extend her protection to the weaker States of Europe. As the noble Lord remarked at the banquet at Dover, we should not be justified in spurning the right hand proffered in friendship, even though the left should rest on the hilt of the sword. Only if the left hand does so grasp a weapon of offence, it would be the height of imprudence to lay aside our shield of defence; and that shield must also be thrown over those who cannot protect themselves. *L'empire*

*c'est la paix; should we not rather say, c'est la paix—empirée?*

The darkening prospects of the Federalists present a silver lining in the hope of an earlier settlement of those unhappy dissensions than could have been anticipated had they proved as valorous and successful as they are vainglorious and boastful. It is something that men can now venture to speak of the possibility of the permanent secession of the Southern States without being tarred and feathered or otherwise maltreated. If the idea be once calmly recognised, it will speedily gain ground, and the voice of reason will make itself heard above the brawling clamours of the rabble. The Federal States are



"LIFE'S SUNSHINE."—(FROM A PICTURE BY G. HICKS.)

they shall immerse into the great nationality of which Victor Emmanuel is the constitutional chief. Should they elect the latter alternative, the French troops shall immediately give place to the soldiers of Italy, and the Pope will be free to act like any other citizen—to go or to stay, as it may best please his Holiness. Thus far there are comparatively few Englishmen who in their inmost hearts will object to this imperious if not Imperial programme; but, in the course of the pamphlet, two remarks are dropped of a nature to compromise the peace of Europe. The Italians are bade to wait yet a little while for the recovery of Venetia. It is true that Italy without Venetia is like France without Belgium; but it may, perchance, even in



evidently impotent as assailants, and it is equally manifest that their powers of defence are not so considerable as might have been calculated from the extent of their country, their great wealth, and unquestionable personal courage. At present the Government cannot look with certainty to any financial resources beyond the sum of £11,125,000 advanced by the banks on the 15th of last month. Two further instalments of like amount may possibly, indeed, be forthcoming on the 15th of October and 15th of December; but they are not to be relied upon, as it rests solely with the banks to fulfil or cancel the contract. With such financial arrangements as these, what European Power would ever dream of prosecuting hostilities? In truth, American wars are even more strange and unaccountable than the *casas di España*.

Another terrible railway accident has spread consternation among all classes of the travelling community. Excursion-trains, we are told, have become an institution of the country, and are an inestimable boon to the humbler dwellers in towns. The truth of this assertion is by no means indisputable. Is it really conducive to health to travel from 150 to 200 miles at great speed, drinking, smoking, and shouting ribald songs the while? Does it strengthen either mind or body to be cooped up for hours together with a crowd of tipsy men, weary women, and squalling babies, or to saunter listlessly through the streets of a provincial town, *carabolling* from one publichouse to another? However, if all this be a benefit to the working man, it might, at least, be worth while to enable him to enjoy the advantage without risking his life or limbs, or those of the unfortunate officials to whom the Sabbath is only a day of additional toil and anxiety.

#### "LIFE'S SUNSHINE."

Yes! the purest light which can cheer and bless this life is that of loving, hopeful, self-sacrificing maternity—of trusting, confiding infancy. There they are: each of them a little world full of light and life to the other—unselfish affection, entire reliance—making up a mutual delight, than which there exists no purer joy under heaven. The young mother is herself little more than a child—not in years, but in that exquisite transfiguration by which her love identifies the suckling as a part of her very self. Oh! she takes a fresh lease of youth from that tiny thing, a new thrill of pleasure every time the rosy lips press her cheek or the chubby hand rests upon her bosom; living, indeed, in that wondrous light which in all ages the great mystery of maternity has shed upon the world.

Mr. Hicks has painted for us a charming picture, and in the Royal Academy (where it was exhibited) doubtless many a mother stood before it and felt the full tide of tenderness swelling at her heart.

### Foreign Intelligence.

#### FRANCE.

The leading topics of discussion both in the press and the *salons* of Paris are the pamphlet on Italy and Ricasoli's circular note. The former is generally considered as either the actual work of the Emperor or as directly inspired by him. Its tone of authority and reference to unpublished despatches seem to warrant this impression. Lord Clyde is expected at the Camp of Châlons, after visiting which he will proceed to Germany.

An Imperial decree has been published, authorising the free importation of foreign grain for grinding purposes.

The *Moniteur* announces the following changes in the diplomatic corps:—The Marquis de Lavalette is appointed Ambassador at Rome, replacing the Duc de Grammont, who goes to Vienna. The Marquis de Moustier is appointed to replace the Marquis de Lavalette at Constantinople.

The *Constitutionnel* has an article commenting severely upon the recent speech of Lord Palmerston at Dover, on the ground that some passages of it are calculated to provoke an ill feeling between England and France; and at the banquet given by the Prefect of the Department of the Hérault, on the occasion of the meeting of the Conseil Général, M. Michel Chevalier said:—"France is honoured and respected abroad. She inspires admiration and sympathy in the peoples who hope for a happier destiny, and receives marks of the hatred and distrust of the men who still entertain the passions of another age. I regret that speeches recently delivered oblige me to range on the side of the latter some Ministers of a great nation—our nearest ally, and renowned for its love of liberty and progress—towards which the Emperor has made advances honourable to both parties, and which merited a better welcome and a more sympathetic response."

#### SPAIN.

The *Epoca* of the 4th contains a remarkable article, in which it says:—"In view of the present state of things in Europe it is necessary to evacuate Tetuan on honourable conditions, in order to allow of the concentration of the Spanish forces."

The *Correspondencia Autógrafa* of Sept. 2 says:—"The Cortes will open on the 25th of October. The Speech from the Throne will announce Constitutional reforms, in accordance with the political views of the Liberal Union party."

President Geffard, of Hayti, has paid the indemnity demanded by Spain.

#### ITALY.

General Della Rovere, who has so well discharged the duties of Governor of Sicily, has at length accepted the portfolio of War in the Cabinet of Turin. His successor has not yet been appointed, but Generals Brignone and Pellinengo have been talked of for the post. Signor Minghetti, having resigned the office of Minister of the Interior, has been succeeded by Baron Ricasoli, who will, however, it is said, retain the portfolio for Foreign Affairs until after the solution of the Roman question. It is asserted that the retirement of Signor Minghetti is caused by a difference of opinion with the majority upon the means and the period for the suppression of the Intendancy of Naples.

The *Gazzetta di Torino* of the 3rd publishes a despatch from Perugia stating that the French were actively watching the frontiers, and that several encounters had taken place between the French troops and the brigands, who wished to penetrate into Italian territory. On the 2nd, fifty Piedmontese soldiers attacked Epitaffio, on the Neapolitan frontier, but were repulsed by the Papal gendarmes. A company of French troops has occupied Epitaffio. An encounter has taken place between some Papal gendarmes and Piedmontese troops on the road between Orvieto and Bolsena. The Piedmontese troops suffered no loss. News from Naples announces that the brigands had been beaten and dispersed at several points, and their numbers were sensibly diminishing. There was every reason to hope that brigandage would be shortly repressed.

A dangerous conspiracy among the Neapolitan soldiers at Finistrelli has recently been discovered, the object being the seizure of the fort, the murder of the officers, and the proclamation of Francis II. as King of the Two Sicilies. The plans of these twice

forsworn, double-dyed traitors, were, however, disclosed in time, and the whole thing nipped in the bud.

It is stated that the little army of the ex-Duke of Modena, numbering 7000 men, has received a piece of ordnance from Austria, and will shortly be concentrated at Mantua.

#### AUSTRIA.

In the Lower House of the Reichsrath several warm debates on the Address to the Emperor in answer to the Imperial Rescript on Hungary have taken place, but the result has been that the Address was adopted on the 3rd—the Polish members entering a silent protest by abstaining from voting. In the sitting of the 30th, Baron Schmerling defended the policy of the Government in regard to Hungary. He declared that the diploma of October last already considered the Hungarian Constitution of 1848 as abolished, and said that the Imperial patent of February last did not curtail any of the rights granted to Hungary by that diploma.

The Emperor, in reply to the address of the Upper House of the Reichsrath, expresses sincere satisfaction at the magnanimous sentiments of the House and the fidelity to the Constitution which it displays.

#### HUNGARY.

The Stadtholder, in an ordinance published on the 29th ult., declares that the Comitatus of Pesth, by its protest against the dissolution of the Diet, had attacked the rights of the King, and orders the immediate discontinuance of the sittings of the Assembly of the Comitatus. The Committees of eight Comitatus, as well as the Municipality of Pesth, have been dissolved by order of the Government.

The Comitatus of Miskolcz has passed a resolution concurring in the protest of the Comitatus of Pesth against the dissolution of the Hungarian Diet. It is expected that similar resolutions will also be passed by the other Comitatus of Hungary.

#### POLAND.

A solemn funeral service for those who fell in the recent disturbances at Wilna was held in all the churches of Warsaw on the 3rd. The people wore mourning bands on their hats, and the shops were closed. The city is tranquil.

At Cracow, on the occasion of a funeral service for those who fell in the recent disturbances at Wilna, an arbitrary intervention by the police took place, and the tradespeople were compelled to reopen their shops. Many persons were arrested.

#### DENMARK.

A letter from Copenhagen of the 29th ult. says:—"On the occasion of the fête of the Royal Rifle Society the King replied to a toast given to the country in the following terms:—'When I came to the throne my desire was to extend the branches of liberty over the whole of my kingdom; but the time had not arrived. The fruit of that tree had not acquired the same degree of maturity in Schleswig, Holstein, and Lauenburg as in Denmark. Is it my fault if the sun has sooner ripened that fruit in Denmark than in the other parts of the kingdom? So long, therefore, as it remains unripe it ought not to be gathered; but I hope that it will soon be done throughout the whole of my kingdom.'"

#### TURKEY AND THE EAST.

A grand review has been held in honour of General Codrington. The collection of the forced loan has been begun in the provinces. Strong reinforcements have been dispatched to the Herzegovina.

During the late negotiations with Omar Pacha, the Prince of Montenegro demanded the recognition of his independence, the extension of the Montenegrin frontier to the River Maratcha, and the cession of the port of Spitz. The Porte refused to accede to these demands. Hostilities have been commenced against Montenegro. The European Commission has therefore suspended its sittings until the time when it can more usefully endeavour to fulfil its mission.

#### AMERICA.

News from New York to Aug. 20 says:—"It is reported from Washington that the Confederates have organised a plan to cross the Potomac into Maryland and below Washington with a large force, and that for this purpose they have erected heavy batteries at Aqua Creek and Mathias Point. The plan includes the capture of Annapolis and an attack on Washington from the northern side. A proclamation has been issued ordering all the volunteer regiments and parts of regiments which have been accepted by the War Department to proceed to Washington forthwith, with or without uniforms or arms." It is said, however, that a thorough examination of the Potomac has been made by order of the Navy Department, and that no signs of a hostile force were found. It is stated that General Ban's has advanced to take possession of Winchester (Virginia), in face of 4000 Confederates.

The Washington *National Republican* threatens the slaveholders of Lower Maryland with forcible emancipation if they do not remain loyal to the Union.

The 79th New York Regiment had mutinied, but had been quelled by the prompt measures of General McClellan. Other indications of insubordination were, however, showing themselves among the Federal troops at Washington.

It is reported that President Lincoln was about to issue a proclamation declaring all the Southern ports to be no longer ports of entry. The President had issued a proclamation notifying that all persons leaving or coming to the United States must be provided with passports from the Secretary of State or an American Minister abroad. Numerous arrests for treason continue to take place: among others, Mr. Pierce Butler, the husband of Fanny Kemble. The number of prisoners at Fort Lafayette increases daily. Great excitement prevails throughout Missouri. Accounts are received of active forward movements being made by the Confederates, who are occupying many towns of South-Western Missouri.

The editor of a Secession journal has been tarred and feathered in Massachusetts.

It was reported from Independence (Missouri) that Fort Filmore had been abandoned by the Federal troops, and that the troops, to the number of 600 men, had subsequently surrendered, without firing a gun, to a Texas force of 3000 men.

General McCulloch, it is now certain, was not killed in the battle at Springfield.

The Convention at Wheeling, Western Virginia, had passed an ordinance creating a new State of that portion of Virginia by a vote of 50 to 28. A provision was incorporated permitting certain adjoining counties to come in, if they desire, by the expression of a majority of their people. The ordinance also provides for the election of delegates to a convention to form a constitution. At the same time the question, "For a new State, or against a new State," is to be submitted to the people within the proposed boundary. The election is appointed to be held on the 24th of October. The name of the new State is to be Kanawha.

#### MEXICO.

Mexico continues to be torn by factions, and anarchy is in the ascendant. It is said that the English and French Ministers have broken off communications with the Government of Juarez; but the statement requires confirmation, for a step of the sort would be in direct opposition to the long-established policy of the two great Powers with reference to Mexican affairs.

THE FLORENCE EXHIBITION.—"The building of the palace of the Exhibition here," says a letter from Florence, "is proceeding with the utmost activity. The number of workmen at present employed amounts to 2300. The exhibition promises to be most brilliant, for the number of exhibitors inscribed already amounts to 5500—a very respectable figure, as the number of exhibitors at Paris was, if I mistake not, only 7000."

#### FRANCE, ITALY, AND THE POPE.

Two documents have been made public within the last few days which are of special significance and importance in reference to the present and future of Italy. The first is a circular from Baron Ricasoli to the diplomatic agents of Italy, in which he proves that the disturbed state of Naples is directly traceable to the machinations carried on in Rome. The second, and most important, is a pamphlet which was published in Paris on the 30th under the title of "The Emperor, Rome, and the King of Italy," and which the Continental papers generally attribute to the pen of the Emperor himself. We shall give the substance of these two documents in the order of their appearance before the world.

#### BARON RICASOLI'S CIRCULAR.

Baron Ricasoli, in explaining the state of affairs in the Neapolitan provinces, compares the present troubles to those which occurred in France, England, and Spain at different periods of transition. He declares the movement in Naples to be in no way a political one, but simply an affair of brigandage and pillage. Of the fifteen Neapolitan provinces, he says, five only—namely, those which are near the Papal frontier, are given up to brigandage. He then gives a history of the brigandage which, at different periods, has desolated the kingdom of Naples. He speaks in severe terms of the former Neapolitan army, which, although composed of 180,000 men, well armed and equipped, fell back before a handful of heroes, and who since have abandoned themselves to brigandage, sometimes carrying the Bourbon flag, which they have dishonoured by not defending, as they now dishonour it by making it the emblem of assassination and rapine; and Baron Ricasoli regrets to state that the brigandage in Naples is the hope of the European reactionary party, which has placed its citadel in Rome. The ex-King of Naples coins money at Rome for the payment of the brigands. The Peter's pence serve to enrol brigands in all parts of Europe. Their arms and ammunition come from Rome. The late perquisitions and arrests made by the French troops leave no doubt on the subject. The connivance of the Roman Court with the Neapolitan brigandage is evident. Baron Ricasoli hopes that these facts will furnish a powerful argument, and will demonstrate that the temporal power is not only condemned by the irresistible logic of national unity, but is become incompatible with the civilisation of mankind, which cannot tolerate acts of brigandage to be prepared in the very centre of the Catholic Church, with the connivance and encouragement of the Ministers of him who represents God on earth. Rome, by advancing on this path, compromises her religious interests without serving her worldly interests. This universal conviction will materially assist the Italian Government in the task which it cannot decline—namely, to render to Italy, and at the same time to restore to the Church, liberty and dignity.

#### THE FRENCH PAMPHLET.

The introductory passages explain the motives of the complicity of the ex-King of Naples and the Pope with the reactionist conspiracy at Rome:—

The proclamations spread in the ancient kingdom of the Two Sicilies are all to one effect—the legitimate King, Francis II., must be restored; Italy must be torn from the grasp of French influence, and another 1815 must be made against the Bonapartes. In Rome the clergy pray openly for the formation of the coalition and for a general restoration. And from Vienna Austria replies—"Courage! The cause of Francis II. against Victor Emmanuel is that of Henry V. against Napoleon—it is the struggle of legitimacy against usurpation." Every one remembers how the Duke of Modena treated the Neapolitans as "baroque Bonapartists," and how he flattered himself to camp with the Austrians on the heights of Montmartre. The thoughts and dreams of Francis II. are little different.

The pamphlet then vindicates the right of the kingdom of Italy to Rome as its capital, and urges that the "traditions, genius, and services rendered" point out that city as the natural head-quarters of Italian nationality—

The Italian nation has a right to its capital, and the capital of Italy is Rome. We will not discuss here the principle of nationality. No person in his senses will now contest this principle. It is one of the corner-stones of the new public law in Europe. Religious liberty is the first, as national sovereignty is the third. . . . There are for Italy two great questions—Rome and Venetia. The day after Solferino the liberation of Venetia was in the foreground; but after the peace of Villafranca, above all, after the entry of Garibaldi into Naples, and since the annexation of the Kingdom of Umbria, the most urgent question is to have Rome as a capital. Italy without Venetia is like France without Belgium. But without Rome she seems only tolerated among nations. The chief thing for Italy, then, at present is Rome. Venetia will come afterwards. We remember that Venetia, given to Austria by the treaty of Campo Formio, was delivered at Austria's. Who knows if in our days, similarly, Venetia, abandoned to Austria by the peace of Villafranca, will not be delivered, in spite of the Quadrilateral, by a new European victory, and without any fusion of blood in Italy? Italy has a right to her capital, and the duty of Francis II. to hasten the time to surrender it to her.

The temporal power of the Pope, its origin, and the use that is being made of it, are thus handled:—

We have the sad and scandalous sight in the centre of Europe, in the midst of the nineteenth century, of seeing a Power which says, "This people is mine; it is my property." And if one thinks that the Power which holds this language is an ideal Power, half sacred, which speaks in the name of God, is this not a double and triple scandal? "Let them show the lease which God gave them," replied General Bonaparte to the Mamelukes, who pretended that they had a lease of the land of Egypt, and that the Egyptians were for them like farm cattle. In reality, Papacy adduces against Italy the principle of expropriation for religious utility. But where has this singular right been ever heard of? In what code of laws is it written? And on what moral principle does it repose? The greatest miseries of Italy have come from the temporal power of the Pope. Italy could not live being cut in two by the States of the Church. It is the temporal power of the Papacy which has impeded Italy from becoming a nation like France. Another argument, the great principle of civilisation, which separates the spiritual and temporal power, finds here its contradiction in the power of the Pope, and yet Christ has said that whosoever binds on earth shall be bound in heaven. . . . "Give to Cæsar what is Cæsar's," &c. The Bishop of Rome, when he took the three of the Emperors, became, like them, Pontifex and King. Thus the old tradition has perpetuated itself in Rome in spite of the word of Christ.

His temporal power may have an end as it had a beginning. It is not of Divine origin. Jesus said to the Apostles "Go and teach," and not "Go and conquer." The Pope declares his cause that of all thrones. If he means thrones according to the old law, which considered peoples as the patrimony of a family, he places himself in opposition with the new law of progress and civilisation, according to which the only legitimate basis of power is the national will. Charlemagne gave it; Napoleon took the estates of the Church; the majority of the Powers who gave them back in 1815 have recognised the kingdom of Italy. After all, the writer concludes, the question is not to assist the temporal power of the Pope. It is dead in the spirit of the populations. It would have to be reanimated, and God has not allowed this miracle. A great attempt has been made; every one knows with what result. A better Pope than has been seen for centuries was governing the Church, and the abuses were the same as under Gregory XVI. The most disinterested advice was constantly given to the Court of Rome. A military protection, which released him of all care for his safety, and allowed him to begin any reforms, was given to him by the most liberal nation of the world, and nothing has been obtained. No improvement could be obtained. The trial was decisive. The temporal power is in its last hour.

To the objection that the Pope cannot be independent without a kingdom the reply is, that thus the bishops and priests could, like-wise not be so without church property, which is in contradiction to the principles of 1789. If it were admitted that Rome and the Pontifical States were necessary for the independence of the Pope, it would be necessary to restore to him all that has been taken away. Who will do it? France and England have recognised Italy: it is a *fait accompli*. But if the Pope's possessions are already so much diminished, why could not they be more so? If the extent of the Pope's power is to be measured by his possessions, it would be necessary to extend them to the extremities of the earth.

The motives of France are thus explained, and the objection met that that country has reason to be jealous of Italian greatness:—

Have done at once with that meanness (*mesquinerie*) of another epoch, that France has to fear a strong Italy. It was a Ministerial tradition under Louis Philippe, for the weak fear the strong. To-day it would be an



anachronism. In what way would France be weakened if the principles of the Revolution of 1789 receive their consecration in Rome, and are proclaimed from the Eternal City, *urbis orbis*? On the contrary, it will be for us a subject of legitimate pride. . . . The motive for which the Emperor has left, in spite of his own inclinations, an army of occupation in Rome, was his desire to conciliate the two great social forces—religion and nationality. He thought the Papacy and Italy would make mutual concessions which are in their common interest. He is obliged to confess that Italy alone has shown herself disposed to make them. If the Pope has not constituted that limited liberal Government which would have calmed many animosities and spared many sufferings, Victor Emmanuel has established it. Constitutional liberty has spread its rays from Turin all over the peninsula. It is this which has attracted all Italy towards him, and has made it into a nation. Now the Romans, on whom the reflex of this liberty has fallen from afar at first, but drawing nearer by degrees, will likewise enter into possession of the law which gives it. The Romans are in the right; and the Powers which were so frightened in 1849 by the power of the Triumvirs will find now that the constitutional authority of Victor Emmanuel will be a greater guarantee for political order and religious liberty than that given at present by the reactionary authority of the Cardinals.

The guarantees offered to the Pope, and the alternatives submitted to his choice, are explained, and an appeal made to him not to take refuge in the camp of reaction, but to accept the inevitable future, and go with the course of events that point to the happiness, freedom, and contentment, not of Italy only, but of the world. Then follows the declaration of how the difficulty is to be solved:—

All we can say to-day is that there is no guarantee, material or moral, which has not been offered by the Italian Ministers to secure the independence of the Sovereign Pontiff. Every one will be able to convince himself of this as soon as the moment shall have come to publish the despatches that have been written on this subject.

In the days of reflection which are still remaining to the Holy Father will much appear to him? We have seen Kings abdicate to avoid useless effusion of blood; why should the common Father of the Faithful—the Vicar of Him who died for the salvation of mankind—not abdicate spontaneously a temporal power with which he can do no more good, and which is the cause of so much misery? Let Pius IX. remember the enthusiasm which he excited by pronouncing the word "Italy." Oh! if by an *élan* of his heart he could return to those glorious days, he would recover in a moment all the popularity of his first years. No doubt it is late to abandon oneself to these visions. It will be, at least, a great consolation for Italy as well as for France that nothing has been neglected to establish concord and conciliation. If the Court of Rome recedes in obstinate, then nothing remains but an appeal to the Roman people. The plebiscite will take place under the eyes of the French army. Who will suspect it? And the morning after, if Victor Emmanuel is called upon to reign in Rome, the French troops will be successively relieved by Italian troops, so that nothing should be left to chance, and that no disorder should happen. The King of Italy will publish then the convention between him and the Catholic Powers with a view of insuring the independence of the Holy See and the splendour of the Catholic religion. The Pope then may do as he pleases. He will remain or depart. On him be the responsibility of religious division.

Then the Papacy will act according to its own inspiration. But it will have no cause of complaint, for who will see a martyr in the Pope? If the Pope blesses Italy, then a new day will dawn for the Church; if not, let destiny be accomplished. But Rome will not be less the capital of Italy.

#### MAZZINI AND THE WORKING CLASSES OF ITALY.

A LETTER, addressed by Mazzini to the Working Men's Society of Bologna, dated London, August 14, has been published, in which he says:—

In you, fellow-workmen, lives the future of Italy, if you only understand your mission—a mission which is at once national and local, moral, intellectual, and economical. A fatal suggestion, imprudently adopted by some of your societies, would limit your collective action to economical ameliorations alone, and banish it from the discussion of the great interests of the common country; as if the life of the working man was to be broken in pieces and reduced to a purely material existence; as if the possession of a powerful and honoured country, secured from external aggression and loved by the people, was not the pledge of internal wealth, the foundation of all economical improvement, and the guarantee of its duration. The doctrine that working men should only look after their material interests has brought about the ruin of liberty in France, and has diminished the material prosperity of the working classes except in three or four large cities where the Government maintains large public works for its own purposes. The economical condition of a nation has never been more splendid than in our republics of five hundred years ago, when the trade guilds met under their banners to take counsel whenever the interests of the city required them to do so. Rome, once become ours, after a deliberate discussion in a constituent assembly, would probably found a credit system for operative societies; and Venice, restored to liberty, would reopen for Italian commerce and productions a series of new markets along the great valley of the Danube and in the East of Europe. Liberty, national unity, the emancipation of the people, material progress—all these things are bound up together, and those who tell working men to separate them, only desire to keep them an inferior caste, which they may use for their own profit. . . . Unite, unite from one end of the country to the other. You have local interests, which each of your societies should represent, whilst there are general interests, common to all those who labour, which should also be represented. As you have local statutes you ought to have a general statute. As the first are directed by the committees of each society, the second ought to be represented by a central board. Urge on the work. Congresses without statutes and fundamental laws are useless. At your next congress you should appoint a commission from your own body to draw up such statutes. The "Working Men's Brotherhood" of Florence and their laws would much facilitate the labour of the commission. Discussed and adopted by another congress the statutes should be worked by the central board. The power of the labour element would then be constituted, and the people's league founded. Scatter these ideas, if you approve of them, amongst the working men's associations of the towns of the Romagna. Prepare the ground for unity. Append your signatures to the protest in favour of Rome; subscribe your money, however small, to the fund for the emancipation of Venice. As for myself, if God spares my life, after Rome and Venice are free, I shall devote it to the development of your interests, which are the interests of Italy. If God should ordain otherwise, remember with some affection a man who has sincerely loved you, who expected much from you on behalf of the country when nobody cared for you, your emancipation, and your future.

A TRADE IN MASSES.—The *Gazette des Tribunaux* gives a curious trial of a priest, Vidal, charged with embezzlement and fraud. He had been concerned in a fraud case with an agent de change, and was, in consequence, suspended from his functions. In this case he founded a savings bank for the clergy and spent a great portion of the money. He promised 5 per cent and a volume of one of his two religious reviews—20f. and 15f. a year for each 100f. The clergy thought it a good investment, and were taken in. But the curious part of the case is the revelations about a great mass traffic which seems to be going on in conjunction with the booksellers' trade. It seems a church in Paris, which originally belonged to a society, became afterwards the property of the State, when, on investigation, it was found that the church was under the obligation of saying 30,000 masses, which had been paid for but never said. This gave rise to a new industry. Several booksellers in Paris have become the middlemen between the priests who receive the orders for masses too numerous to be said by themselves and others who have no such orders. There are priests, for instance, who take orders for many thousands, for each of which they have to get one franc. The bookseller takes these masses of their hands, takes the money, and gives the priest a portion of it back in books; he then gives away these masses to other priests who have no such extensive orders, and pays them likewise in books, on which he gains 50 or more per cent. In this case the accused joined this trade to his other, and, in order to save his books, he falsified the returns of the masses said. He had taken 30,000, and had only performed 6639. He put for one priest, who said 60, 300; for another, who said 35, 335, and so on. He was condemned to three years' imprisonment, 500f. fine, and five years' suspension.

THE BUILDERS' STRIKE.—A special meeting of the masons' strike committee was held on Monday to make the necessary arrangements for carrying out the decision of the society to withdraw the men from all the country works of the London hour-paying masters, when it was resolved that deputations from the committee should wait upon the employers concerned and inform them of the intention of the society, in order that they might have time to consider their position before the withdrawal of the men. On Monday and Tuesday deputations accordingly waited upon the principal firms, but as their reports were considered unfavourable, measures were taken for carrying out the resolution of the society.

CENSUS OF VICTORIA, SOUTH AUSTRALIA.—The gross results of the Census for the 1st of April, which have been issued from the Registrar-General's office, show the population to be—Males, 328,651, showing an increase since 1857 of 61,317; and females, 211,671, showing an increase since the same date of 65,210. The total population, therefore, according to the last Census, is 540,322, showing a gross increase since 1857, of 126,527, or about 31 per cent.

#### IRELAND.

AN EXTRAORDINARY BET.—At York races last week a bet was made between two sportsmen as to whether the ladies who will attend the Curragh meeting this week are finer and handsomer than those usually to be seen at the Ascot meeting. Harry Harkaway, of the *Morning Herald*, has been deputed to decide the bet, and it is stated that that gentleman has arrived in Dublin en route for the Curragh. It is hoped that a brilliant array of the fair ladies of Ireland will assemble at the Curragh in order that the wager may be decided in favour of the gentleman who backed the Irish beauties.—*Dublin Evening Mail*.

A ROW AMONG THE GUARDIANS.—An extraordinary scene was exhibited at a meeting of Poor-law Guardians at B-list, on Monday. Mr. Tierney and Mr. Gaffikin contradicted one another in the course of a discussion at the board. "The representatives of the press," says the *Banner of Ulster*, "had no sooner left the apartment than Mr. Gaffikin walked up to Mr. Tierney and demanded—'Are you prepared to repeat or retract the statement which you made when you called me a liar?' Before an answer could be returned, Mr. Gaffikin raised his clenched hand and struck Mr. Tierney a violent blow on the face, which at once drew blood; a second blow, also on the face, followed, and under the effect of it Mr. Tierney fell to the ground. The outrage was so sudden and unexpected that it was only when the first offence was repeated that Mr. John Saffern had time to rush to the rescue, grapple with Mr. Gaffikin, and thus prevent a continuation of the outrage. Our informant, who was a spectator of the scene, states that Mr. Tierney lost a considerable quantity of blood, and that the floor, his face, and clothes, were completely covered with it."

#### SCOTLAND.

THE CHANNEL FLEET IN THE CLYDE.—A portion of the Channel Fleet, under the command of Rear-Admiral Smart, has for some days been at anchor in the Clyde, off Greenock, and has created quite a sensation in the neighbourhood. Dinners and balls have been given to the gallant Admiral and his officers, and holidays allowed at several of the factories in Glasgow, Paisley, and the vicinity, in order that the workpeople might make excursions to view the unenvied sight of line-of-battle ships of war riding in the commercial waters of the Clyde. The greatest facilities have been afforded by the Admiral and his officers for the gratification of the popular curiosity; and one day last week an incident occurred which afforded considerable amusement to the officers of the fleet, and to none more, we believe, than to the gallant naval chief, who became the subject of a somewhat benevolent mistake. It happened that Rear-Admiral Smart stood near the gangway of the line-of-battle ship the *Revenge*, in conversation with the lady of the Provost of Greenock, and, while so speaking, he exhibited alike his courtesy and his gallantry, by remaining uncovered, and with his cap in his hand. The ship at the moment was crowded with delighted visitors, and amongst the latter appeared a buxom elderly lady, said to be from Paisley, whose countenance beamed with joy, pride, and gratitude at the magnificent exhibition of naval power she had just witnessed, as well as at the civility and attention which she had received from all on board the ship. Passing the Rear-Admiral, her heart opened at once, and she could not restrain the impulse to pop one and sixpence in silver into his cap—believing him to be, from his modest bearing, it may be assumed, not the commander of the fleet, but one of the seamen, dressed up in gold braid for the occasion, and placed there, cap in hand, to receive anything which the generosity of her Majesty's subjects might be pleased to offer for his own behoof, and that of the ship's company in general. The Admiral immediately noticed the mistake, and handed back the shilling, which the jolly lady accepted with a gesture which might mean that he would have been wiser had he kept it to himself. But she passed on, and soon disappeared down the gangway, and then the gallant officer discovered that he had still a sixpence in hand of the lady's contribution which he had not previously noticed. This could not be returned, of course, upon which the Admiral goodnaturedly put it into his pocket, declaring that he would send the coin home, as representing the first testimonial he had ever received in such a hearty and off-hand way. On the same day an old lady slipped a sixpence into the hand of a smirking middy. He made no attempt to give it back, but said that he would report the circumstance to his sweetheart as a proof of the high estimation in which he was held by the fair sex in the west of Scotland.

CANINE SAGACITY.—A few days since a drover, who resides in the parish of Monzie, Perthshire, had occasion to attend the Fiskirk Tyest, and, having taken a ticket at Crieff Railway station, his faithful collie was, of course, put into a dog-box to accompany his master. While the man was engaged in business on the market the dog disappeared, and could nowhere be found; and, after anxiously looking for the animal, the drover had to return home, a distance of full forty miles, without his collie. The poor animal, however, after travelling nearly a week amid dreary rains, appeared at its master's door on Sunday morning, tired and scarcely able to walk. How the dog managed to return will for ever remain a mystery. It must have swam the Forth and Earn, or returned by the bridges at Crieff and Stirling. We may add that the dog managed to find its way back on a former occasion when it was lost in Glasgow, and now the animal is more prized by its master than ever.

THE SALMON AND HERRING FISHERIES.—The Scotch salmon-fishing has this year been a decided failure, both in the Tweed and the Tay. On the latter river so few fish have been taken that many of the fishermen will not be able to clear expenses. In the Tweed the result has not been quite so unsatisfactory, but the season has been far from a good one. The herring-fishing in the north of Scotland has been much interfered with by heavy gales during the past week, and but few boats got to sea. The take, too, was latterly rather light. In the neighbourhood of Dunbar, however, things have been more satisfactory.

#### THE PROVINCES.

THE BIRMINGHAM MUSICAL FESTIVAL.—This meeting has been an exceedingly satisfactory one in every respect. The musical performances have been of a superior kind, the arrangements have proved convenient, the performers have been in excellent voice, and last, though not least, the receipts have been larger than in 1855 by £158, the total income being £10,555.

DEATH FROM GRIEF.—The *Gloucester Chronicle* announces the death of the Rev. R. C. Greer, Curate in charge of St. Mary de Crypt, from grief. He had recently returned from Teinmouth, where he had lost a child, and his wife dying on Thursday, the 15th ult., he was so overwhelmed with the double calamity that he expired on the following Wednesday, leaving five little children, the youngest of whom, a babe of six months, is not expected to live.

ANOTHER MONSTER GUN.—We (*Liverpool Albion*) are informed that Mr. Clay, of the Morsey Steel and Iron Works, is engaged in the manufacture of one of his guns, of enormous size and power. The design and destination of the gun is not allowed to transpire, but it is supposed to be made for experimental purposes for a foreign Government, to test the resistance of battery plates. It is said that the gun is to throw a shot of 500lb., and that it will be ready for trial in two or three weeks. The monster gun made at these works, and which was lately tested again at Portsmouth, carries a shot of 280lb.

THE STRIKE IN THE IRON TRADE.—The puddlers employed on the Tyne and in the Wear Valley, and at Consett, remain out on strike, in consequence of the reduction of ten per cent proposed by the masters. With those on the Tees, the number is about 10,000. The masters have refused to allow the men to return to work except upon those terms. In consequence of the continued depression in the iron trade the Bishopwearmouth iron works have been closed, which, with the bankruptcy of Mr. Oswald, the extensive iron shipbuilder at that place, has thrown 1800 workmen out of employment.

COLLISION OFF RYDE.—The well-known cutter yacht *Amazon*, the property of Mr. H. F. Smith, Vice-Commodore of the Royal Yacht Club, was sunk off Ryde pier-head on Monday evening. Fortunately, the accident was unattended with any loss of life, although Mrs. Smith, her child, and servant, in addition to the crew, were on board at the time. The United Steam Company's packet *Prince Consort*, Captain George Benzley, left the Victoria Pier at Portsmouth at 8.10 p.m. for Ryde. The night was excessively dark, and the light on Ryde pier-head had just been made out, when the steamer came in violent collision with a vessel apparently at anchor, and which proved to be the *Amazon* lying at her moorings. The injuries inflicted by the iron bow of the steamer allowed the *Amazon* to float until all on board were taken out in safety, the yacht's moorings slipped, and the vessel herself towed by the *Prince Consort* into shallower water before she finally sank. The *Amazon* had a light at her masthead, and it is supposed that the unusual darkness of the night prevented it being seen.

A RIFLE SERGEANT SHOT.—On Monday the fifth company of the Bristol Volunteer Corps assembled at Sneyd Park for target practice, but we regret to have to announce that a serious accident happened to one of the said sergeants, who was engaged in marking. It appears that Sergeant Frost was in the act of raising the "cease-firing" flag, when a bullet from a rifle came in contact with the mantlet, and rebounding, passed right through the palm of his right hand. The poor fellow was immediately attended to by his comrades; and, although the wound was a very serious one, he walked to the residence of Mr. Hore, surgeon to the corps, in Park-street. That gentleman considered the case one for the infirmary, and forthwith directed him to proceed to that institution. The Sergeant accordingly went there, and was speedily attended to, and we are informed that he is progressing favourably.—*Western Press*.

HONESTY IN HUMBLE LIFE.—Last week a clergyman on a visit at Maidenstone gave a testimonial to a poor man who had come into the neighbourhood for the hop-picking. On opening the book the man found it to contain four £5 notes, left in it by mistake. He hastened to restore them to the owner, who was so pleased with this act of honesty that he completely fitted out the man and his family with shoes and clothes to the amount of several pounds.

REMARKABLE ACCIDENT WITH GUNPOWDER.—A few days ago a party of men belonging to the Royal Marine Light Infantry, quartered at Porton, were walking on Southern Common, between Lamps Fort and the ship-gun battery, near Southsea Castle. Near this locality is a pump, on which, it is said, one of the party struck a light and ignited a piece of paper in order to light a pipe. After he had done so he threw down the paper on the shingle at the back of the battery, when another marine, named William Lewis, stooped to pick it up to light his pipe. When about to do so, however, a very loud explosion took place, caused, it is surmised, by the ignition of several pounds of gunpowder thrown loosely among the shingle. Lewis was blown backwards, and it was found that he had sustained serious injuries. Both hands, his face, and one of his thighs were burnt, his trousers almost reduced to ashes, and one of the medals he wore was blown away. He was conveyed to Haslar Hospital. Considerable doubt exists as to how the gunpowder became deposited in this place; but the most reasonable surmise appears to be that surplus powder had been accumulated by one or more of the men for the use of one of the batteries, and, as the surplus could not safely be returned, it is supposed that it was shaken out on the shingle to prevent discovery.

#### GREAT FIRES IN LONDON.

LONDON has again been the scene of a number of disastrous fires since our last issue.

At five o'clock on the evening of the 30th ult. an extensive fire broke out on the premises of Messrs. Harrison and Wilson, sugar bakers and refiners, situate in Upper Dock-street, East Southfield, and within a few yards of the St. Katharine Dock. The premises consisted of an immense block of brick buildings, covering more than a quarter of an acre of ground, about eighty feet in height and fifty in width, containing nine stories. With the exception of the "stove" and store, which contained a large stock, the whole of the works have been consumed, nothing remaining but the lofty walls, which are momentarily expected to fall. The origin of the disaster has been traced to the culpable carelessness of one of the workmen in the service of the firm in throwing a quantity of waste paper which he had collected on the upper floor down the "lift," a kind of well-hole used for raising and lowering from one story to another. The paper in its descent dropped on a lighted gas-burner in the second floor, and quickly set fire to the whole mass. The flames ran along the ground and ceiling with the rapidity of lightning, causing a panic among the workpeople, who, being partly naked, suffered severely, and several of whom had considerable difficulty in making their escape. Mr. Marshall, a boiler-maker, was on the roof, with six of his men, repairing a large cistern when the alarm was raised that the building was on fire, and dense clouds of smoke which came up through the floors soon satisfied them of the fact. They endeavoured to pass down through the factory, and some had got as far as the second story, but the flames which shot up through the "lift" and the dense smoke forced them to return, and they took to the roof. On looking over they saw flames issuing from the front, sides, and rear of the building, and as there appeared no chance of escaping except by dropping some forty or fifty feet on to the roof of an adjoining storehouse, they remarked to one another that they would be burnt to death. Running out from the south-west angle of the factory was a kind of wing or top of the slanted roof of the storehouse, three or four feet wide, upon which they got. Their cries had already attracted the attention of those below, but at the moment nothing could be done to save them. In a very brief period the fire reached the roof, and was gradually approaching where they stood. Most providentially, the wind blew the dense clouds of smoke from the men, but for which circumstance they must have been suffocated. In their painful anxiety to discover some means to preserve themselves, they found an old piece of rope. They secured the end round a hole in the brickwork through which the drainpipe passed, and a boiler-maker, named Wade, at once proceeded to let himself down by taking a turn of the rope in one hand, and clinging as best he could to the pipe which passed down the wall with the other. He succeeded in reaching some outbuilding at the rear of the factory, in Glasshouse-yard, and was followed safely by four others, but unfortunately two of the men lost their hold of the rope, and fell with great violence on to the roof of the storehouse. One of them, named Biddle, has since died of the injuries he sustained. Mr. Marshall, being an elderly man and somewhat corpulent, hesitated to attempt the perilous descent by the rope, and, after waiting for three-quarters of an hour till ladders sufficiently long to reach the great height on which he stood had been attached to the fire-escape, he was safely brought down.

The engines had in the meantime been brought to bear upon the mass of fire, but with very little apparent effect, and it soon became evident that no efforts could save the building and its contents from total destruction. Large flakes of fire were rising high up in the air, which, descending upon the roof of the opposite premises, occupied by Messrs. Golding and Son, carmen set fire to them; and it was only by dint of great exertion on the part of the firemen that Messrs. Golding's premises were saved from destruction. About eight o'clock the fire was got under.

Messrs. Harrison and Wilson were insured in several offices to the extent of £50,000, and it is believed that damage to nearly that amount has been done.

Besides two in Southwark on Sunday, and some others in the earlier part of the week, Wednesday witnessed two of the most destructive that have occurred for some time. One of these began in the premises of Mr. J. Seaton, packing-case-maker, Oak-lane, Limehouse, and speedily spread into those of Mr. Woodley, cooper. The buildings were mostly of timber, and from the nature of the business carried on quantities of combustible materials were crowded together. The greater part of both establishments was destroyed. Both were insured.

The firemen had scarcely got this fire under control when another broke out in the premises of Messrs. J. and I. Batten, tea dealers, Lower Thames-street. Warehouses, coffee-houses, and other buildings suffered in this conflagration. Fortunately no personal injury was sustained at either of the fires.

On Thursday morning, shortly after twelve o'clock, a fire broke out in London House-yard, St. Paul's, which rapidly extended to Paternoster-row. The fire-engines had scarcely time to get to the spot when the flames gained the warehouse of Messrs. Knight and Son, the tallow-chandlers, of Paternoster-row. The effect was instantaneous. Huge volumes of flames burst from the windows into the street, through the roof and far above the houses, lighting up in a sullen glare thick masses of smoke, which, with a shower of sparks, were borne by the wind towards the north-west. At one o'clock the scene was magnificent, the dome of St. Paul's and the whole square, with the dense crowd which filled it, being lit up with the brilliancy of day. By dint of strenuous exertions the firemen succeeded in stopping the progress of the flames, but the damage done was very considerable.

DEATH OF THE EARL OF MOUNT-EDGEMOUNT.—The Earl of Mount-Edgемount died on Tuesday on board his yacht, off Erith. Ernest Augustus Edgемount was Earl of Mount-Edgемount, Viscount Mount-Edgемount, and Baron Edgемount in the peerage of Great Britain, and was an Alderman of the City of London. He was born on the 21st of March, 1797, and succeeded to the title on the 26th of September, 1839. On the 6th of December, 1831, he married Caroline, eldest daughter of the late Rear-Admiral Charles Fiddling, R.N.; and on the 5th of November, 1832, his eldest son, William Henry, Viscount Valletort, was born. He now assumes his father's title, thus creating a vacancy for Plymouth, which place he represented in the House of Commons. The Earl's other children were the Hon. Adelaide Edgемount, who died in the year of her birth, 1837, before her father inherited his title; the Hon. Charles Ernest, born in 1835; and Lady Ernestine Emma Moritz, born in 1843.



### FATHER GIACOMO, COUNT CAVOUR'S CONFESSOR.

THE Pope and his infatuated party have played out their last spiteful farce against the great Italian statesman, and have suffered from their attempted treachery to the dead, even as they did from the astute independence of the living, Cavour. No more striking and unanswerable proof of the utter rottenness of the Papal cause, and its futile attempts to inspire either terror or respect, could have been afforded than the act of summoning Cavour's confessor to Rome, where Pope, Cardinal, and Holy Office were alike unable to extract from the simple priest a document either true, or—what would, perhaps, have done as well—artfully prepared, purporting to be the confession and retraction of Count Cavour.

As there might have been a chance of obtaining some particulars, or supposed particulars, however, which, when properly arranged and made public, would have struck terror to the souls of intended patriots, who would thus have seen the end of all wicked opposition to their spiritual masters, the project of summoning Father Giacomo to Rome was promptly acted on. He was but a parish priest, a Franciscan friar, bound, of course, to canonical obedience, and, truth to tell, mightily alarmed by the first question asked him by his Holiness when he was admitted to the awful presence. We have heard of mute inglorious Miltons, and the good father may perhaps be classed amongst the mute inglorious Luthers, for, with all the dogged but still respectful sense of right which belongs to an honest man, he absolutely refused to betray the confessional, and evidently did not understand the wily policy which might have been satisfied with an artfully-concocted document.

There sat the Pope sneering playfully upon the Franciscan, who was introduced to the presence of this fat old man, whom he had always regarded as the ruler of the Christian world.

"Well, Brother Giacomo," was the salutation, "we expect to hear something out of the common way from you. Have you your declaration in writing?"

"Declaration?" exclaimed the astonished monk. "Holy Father, what am I expected to declare?"

"Surely," said the Pontiff significantly, "you know what you were summoned here for; what took place between you and your illustrious penitent?"

"I hope your Holiness will show indulgence to a poor monk," retorted the friar, "but who could expect anything should transpire as to what occurred between a penitent and his confessor? That is a secret for God alone to search into."

"Certainly, certainly, Brother Giacomo, still—"

"All I can freely say, and am happy to say, without breach of duty," continued Giacomo, "is that Count Cavour died as a good, very good Catholic Christian; and I can assure your Holiness I only wish all my parishioners could die as holy and peaceful a death as Count Cavour died!"

The Pope was angry and impatient; nay, grew sarcastic. "Really, Frate Giacomo," said he, "if it be so, I can only congratulate you on the very exemplary flock you have got down there at Turin. A nice set of parishioners! a nice set!"

"And," the Pope proceeded, after a pause, "and the sacrament—the *viatico*, which you administered to the dying Minister? Why, what an egregious farce ('*che graziosa commedia*' were the precise words), what an egregious play was that!"

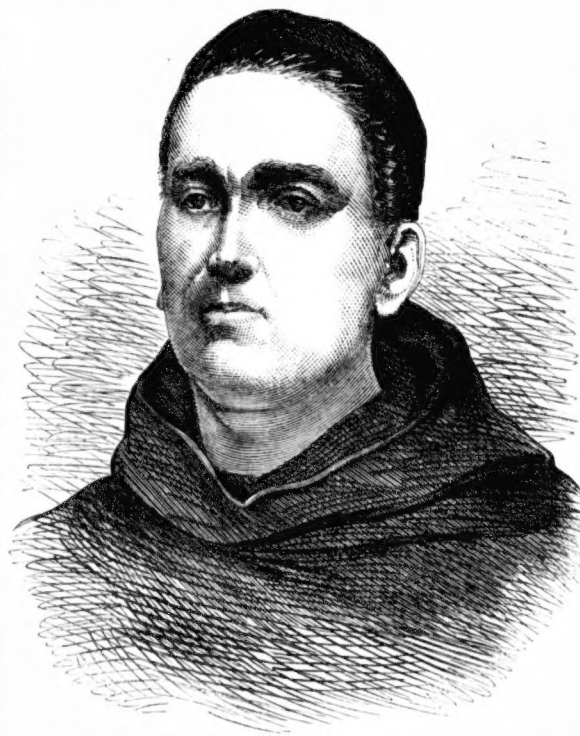
"The sacraments, Holy Father, were administered in the presence of the Count's brother, the Marquis Gustavo, his daughter and son-in-law, Count and Countess Alfieri, and other persons whose deep Catholic feelings no man ever doubted. They can bear witness—"

"Enough said; enough said," interrupted the Pope, tartly. "You will please to prepare the declaration in writing that we demand of you. You understand; and you will not fail to present yourself before the General of your order without delay."

The intention was obvious. Should the honour and awful reverence due to the Pontiff fail to procure what was desired, then even the shadow which is left to the power of the Holy Inquisition might be sufficient to overcome a poor friar. Of course, it was well understood in Rome that Father Giacomo had nothing to reveal, and this was but an attempt on the part of the Pope to extract admissions, however false, which might be used to the detriment of the dead statesman and the cause of Italy.

Although no hero, Father Giacomo bravely sustained what must to him have been a somewhat severe trial, and throughout maintained a respectful, but, at the same time, determined reticence even of the little which Cavour had said to him under the seal of confession. At length the monk was allowed to return, the Pope

affecting to treat the whole matter upon which he was summoned as beneath the Pontifical notice. Once out of the clutches of the Court, the good Father rejoiced, as he said, to breathe the free air of his own country. He is a native of Poirino, a small town between Turin and Asti, where he was born, in 1808. Of course, he was soon after his return deprived of his living, but that will now be of little importance to him as he has since been appointed one of the King's private chaplains or almoners, a piece of Royal justice which



FATHER GIACOMO, THE CONFESSOR OF COUNT CAVOUR

has given great satisfaction, for the people recognise in the somewhat uncouth and simple, but still brave and honest monk, the representative of that liberty for which they have fought and suffered, and are not likely soon to forget the late pastor of Beata Vergine degli Angeli.

### THE RUSSIANS IN WARSAW.

THE history of the Russian occupation of Poland never varies. There is still the same sad story of determined oppression and the endeavour to crush any expression of nationality on the one hand, and of dogged, wrathful resistance on the other. The Poles sing their hymn, celebrate masses for patriots on behalf of whom it is a crime to pray, occasionally form processions, here and there resist the authorities, who everywhere come forward to check the manifestations; and the end of course is, in all cases, the temporary re-establishment of "order."

So great has been the public prostration of the citizens that the theatre at Warsaw has been entirely closed and the company dispersed, while it has been rumoured that the building will be converted into a barrack for the soldiery. The people have abstained from every kind of public amusement for the past six months, and a general mourning seems to prevail, and the press is so shackled that to publish any species of comment on home news is absolutely forbidden. A large party in Poland maintained some few weeks ago that it was the duty of all good Poles to refuse to serve in the new Council of State. To this it was wisely objected by

another party that if the Poles would not respond to the Emperor's nomination he would have no alternative but to appoint Russians. In many of the towns, and especially at Kalisch, the disturbances continued to be very serious up to the latest accounts, and after the threat of the garrison to fire on the people numerous arrests were made. At Warsaw Lieutenant-General Suchazanet issued a proclamation forbidding the celebration of the 12th of August as a national feast, at the same time declaring that "No religious service but that prescribed by the Rubric" would be tolerated, while all assemblies which might be considered as political demonstrations would be looked upon as disturbing the public peace. Shopkeepers were commanded, under severe penalties, to keep open their shops, illuminations were strictly forbidden, and threats were freely fulminated against any infraction of the articles of the decree.

This determined oppression, of course, produced its usual result, and although the troops were encamped in every public square in Warsaw, while in the Saxon Place, as represented in our Engraving, the artillery were drawn up at their guns, the town had never borne a more festive appearance.

Amongst the ladies mourning was laid aside, for that day at least, the highest ecclesiastical dignitaries officiated in the places of worship with unusual pomp. Even the Russian tea-vendors kept their shops closed, nor could they be prevailed upon to open them; and although, conformably to the instructions of the committee, no candles appeared in the windows, the front-rooms of every house were brilliantly lighted.

However, instructions for the proper carrying out of the provisions of the new Electoral Law, and an explanation of the manner in which the electoral lists had been compiled, were published at Warsaw on the 19th ult., in reply to complaints from several citizens.

M. Wielopolski was appointed a Privy Councillor of the first rank and Vice-President of the Council of State. He also retains the two Ministerial portfolios which he already holds.

General Suchazanet, Governor of Warsaw, left that city, and General Lambert, the new Governor, arrived on the 24th. He presided on the 25th at the Council of State in his quality of Governor of Poland and Commander-in-Chief of the Army.

The Warsaw journals of the 28th publish an Imperial Rescript addressed to General Lambert, the tone of which is conciliatory. The Emperor gives orders to General Lambert for the pacification of the kingdom, with the co-operation of intelligent citizens, and promises that Poland shall in future enjoy greater independence. His Majesty also declares that he will entirely forget the events of the past.

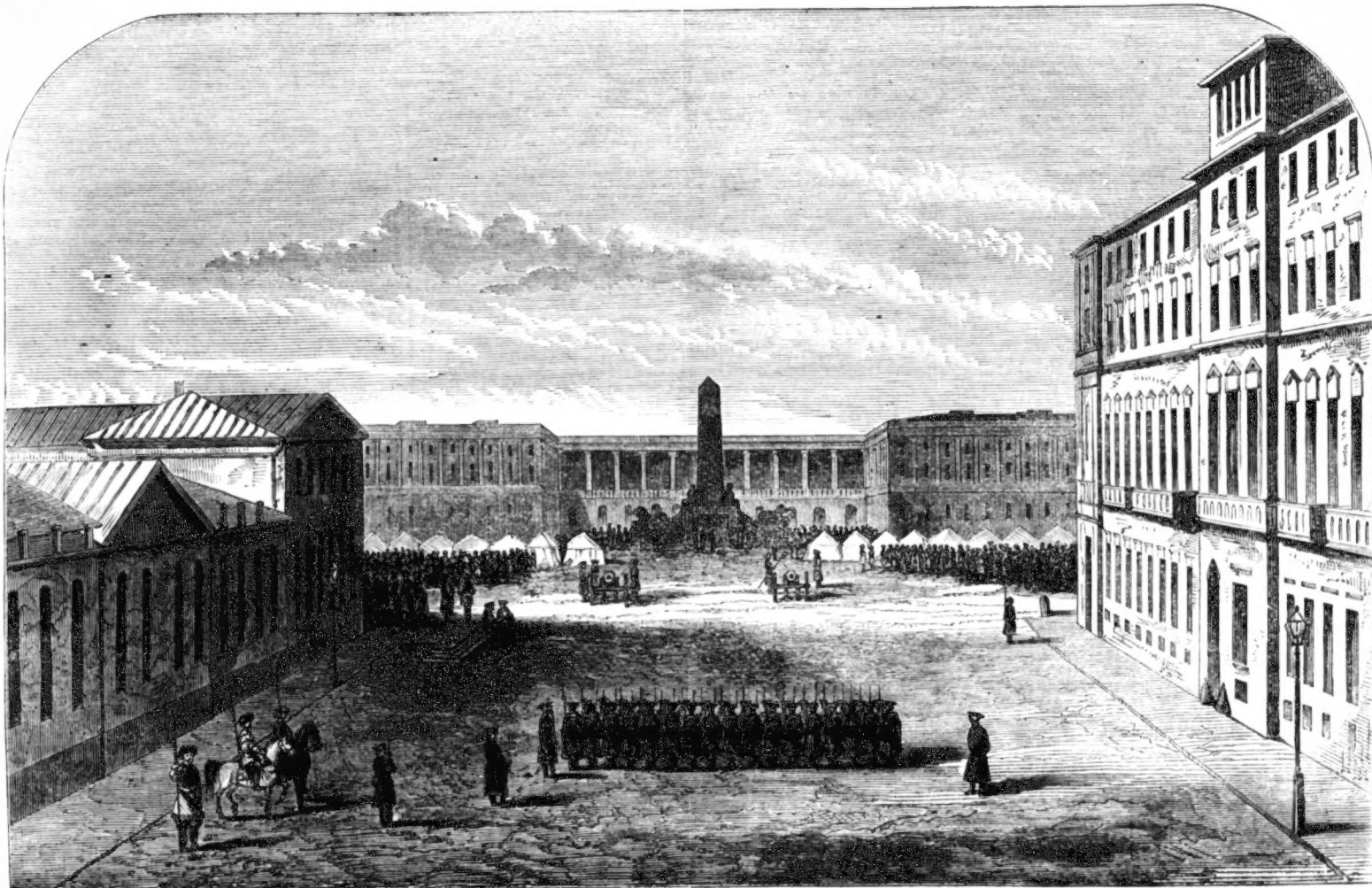
### THE QUEEN AT KILLARNEY.

WE this week publish a series of Engravings illustrative of her Majesty's visit to the beautiful and romantic Lakes of Killarney, in commemoration of which event Tuesday, the 27th of August, 1861—"the Queen's day on the lakes"—will henceforth be a red-letter day in the Irish calendar.

### THE EMBARKATION AT ROSS CASTLE.

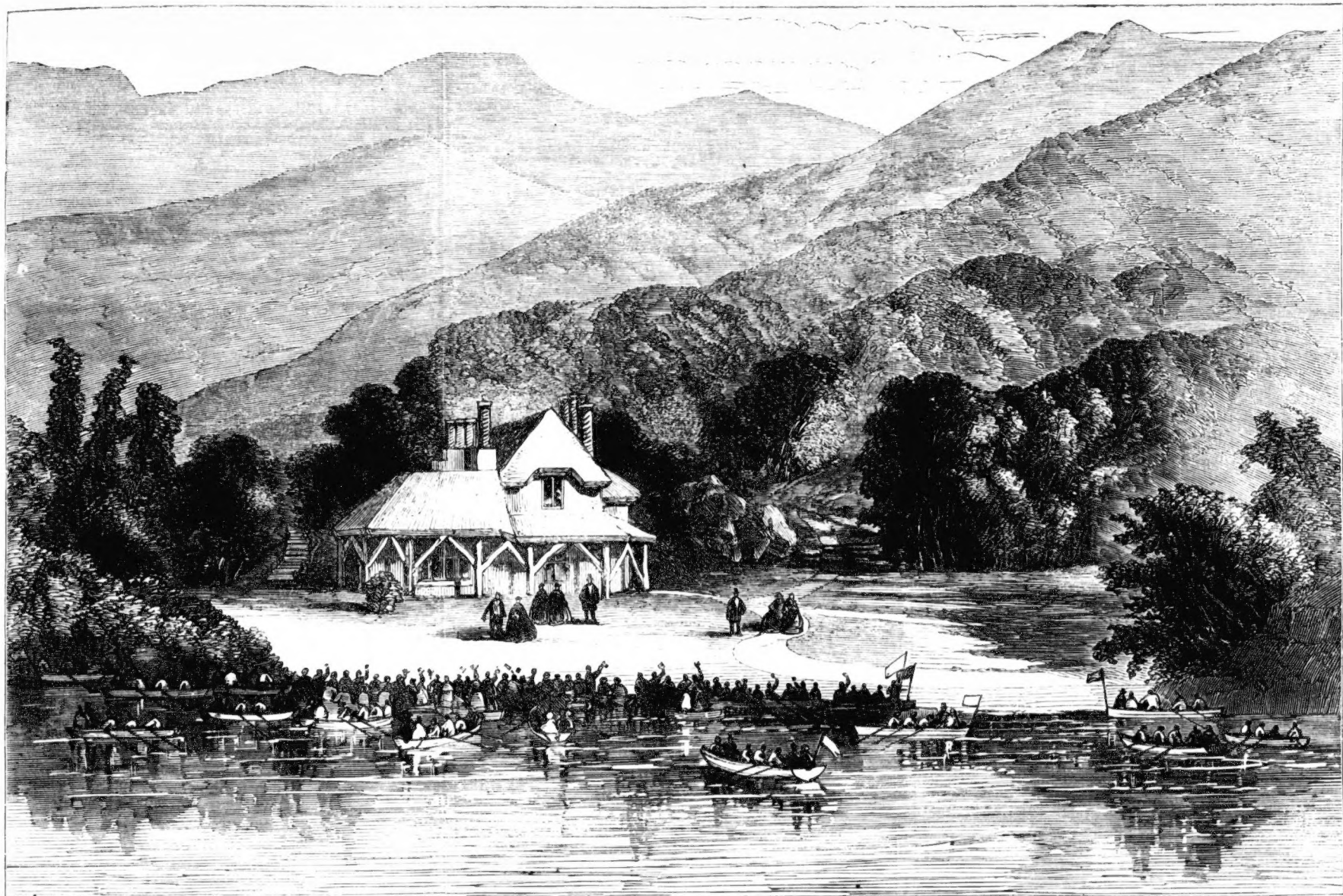
On the morning of the day mentioned the Royal party drove to Ross Castle in open carriages, and were welcomed everywhere with the same tremendous outbursts of enthusiasm which have marked all the public features of the Royal visit.

Ross Castle forms a conspicuous feature in the landscape from every part of the Lower Lake. The castle is famous in Irish history as being the last in Munster to hold out against the Parliamentary army. In 1652, Ludlow, the successor of Ireton, assisted by Sir Hardress Waller, laid siege to it. It was defended by Lord Muskerry with a sufficiency of troops and an ample supply of provisions; yet the castle, so well prepared for defence, surrendered upon articles without striking a vigorous blow. The circumstance is attributed to the terror that seized upon the garrison when they beheld war-ships floating on the lake, in fulfilment of an ancient prophecy, which foretold the castle could be taken only when an event occurred—almost as improbable as that Birnam Forest should come to Dunsinane. Although it is very unlikely that Ludlow had heard of this tradition, or would have heeded it if he had, it is certain that, having considered it wisest to attack the castle by water, he had constructed boats for the purpose. The castle is a fine ruin, much less injured by time than the majority of its co-mates in the county of Kerry. It is a tall, square, embattled building, based upon a limestone rock, sustained at the land side by a plain massive buttress; from the north-east and north-west angle

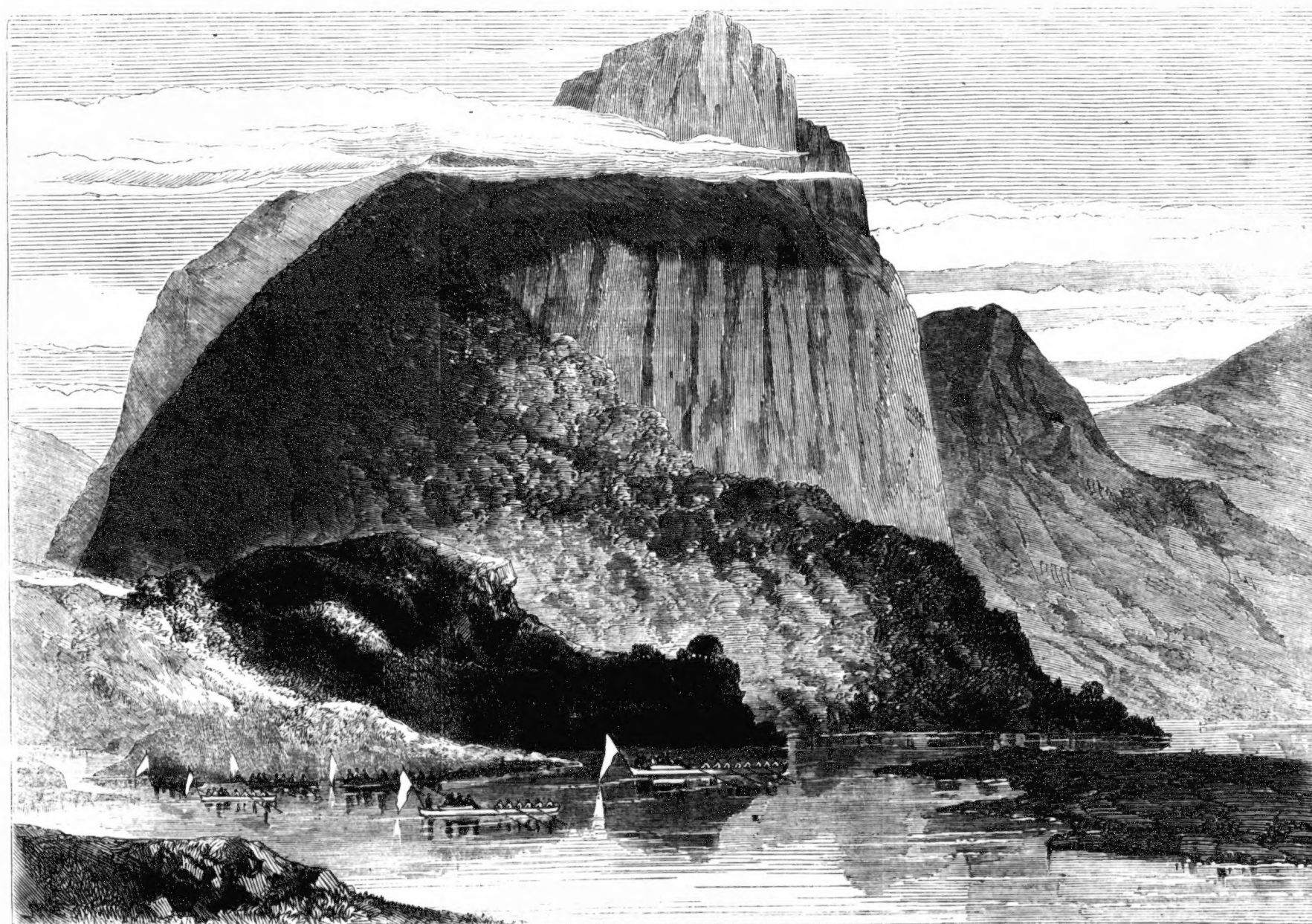


ENCAMPMENT OF RUSSIAN TROOPS IN SAXONY PLACE, WARSAW.





HER MAJESTY'S VISIT TO KILLARNEY.—THE ROYAL PARTY AT GLENA COTTAGE.



THE ROYAL PARTY PASSING THE EAGLE'S NEST.—(FROM SKETCHES BY R. T. SPOFFORD.)



project two machicolated defences. It contains a spiral staircase of cut stone. It was erected by one of the earlier chieftains of The O'Donoghues, and is the scene of many legendary tales connected with the name of The O'Donoghue, which are still believed and related by the peasantry of Kerry.

Two large and very handsome State boats had been specially prepared by Lord Castlerosse for this trip. The Royal barge accommodated about twelve, among whom, of course, were Lord and Lady Castlerosse, Lord Granville, and Lord Sidney; it was steered by Mr. Speilán, the well-known Killarney guide.

Off Ross Castle, waiting for the Royal embarkation, were about a hundred pleasure-boats, all gaily painted and nearly all with flags of some kind, and crowded nearly to the water's edge with visitors from all parts of Ireland. The view which the lower end of the lake presented as these boats waited with "tossed oars," their passengers standing uncovered till the Queen embarked, under the old grey ruins of the castle, was beautiful beyond description. The Queen's barge instantly went away at great speed, followed almost as quickly by that in which the suite and a few invited visitors were placed. It had been announced everywhere that the boats containing visitors were not to follow close upon her Majesty, and to the credit of all it must be said that in every instance this rule was observed with the most scrupulous delicacy. The day proved highly suitable for showing off the beauties of Killarney, and was in marked contrast with the sort of weather that had prevailed for some time previously. The water was like glass, the heat was almost sultry, and the sky was obscured by dense masses of rainy clouds, which came pouring over the mountains in ragged lumps of mist, and turned their rich purple tints to the blackness of midnight. It certainly looked most ominous, yet, in spite of all, it eventually turned out one of the most glorious days that has shone upon Killarney for this year at least. It was one of those bright yet sometimes cloudy and calm days which are above all others the best suited for showing off the marvellous colours of Killarney to the greatest advantage.

#### INNISFALLEN.

The Queen's boat kept straight across the Lower Lake to the island of Innisfallen. Unfortunately, the Royal party had not time to land here, but they were rowed round it, their boat passing almost beneath the clumps of yew and rich arbutus that fringe it to the water's edge. From above these the solemn, massive, grey ruins of Innisfallen Abbey just peep between the trees, and give an air of silence and repose to the rich, soft glades on which they stand that is not only beautiful but almost touching. Ruin is too rough and strong a term by which to describe these fine old walls and crumbling chapels, for the decay which overtakes all earthly things is here seen only in its most attractive form—in a sweet, mute loneliness that has an inexpressible charm, and whose beauty almost haunts the visitor who looks on for long.

Innisfallen—"fair Innisfallen!"—rests with so much ease and grace upon the surface of the lake, indented with the most fairy-like bays, elevated into rocky though not rude magnificence at one side, while the opposite shore shelves to the water's edge and runs out into shallows. It is a miniature of a beautiful country—lawns, and dells, and thickets, and vistas, with the most lovely views of the lake and the mainland, that assume new aspects from every point of view. One of the legendary objects, the "Needle's Eye," will be threaded no more by gentlemen who desire long life or ladies who hope for a number of olive-branches around their hearth, for a storm destroyed that; but the "Bed of Honour," an indented ledge in the rocky part of the island, overshadowed by a venerable yew-tree, still remains.

#### GLENA.

From this exquisite islet the Royal barge went swiftly across the open water towards the entrance to the Upper Lake, and turned into a sequestered little cove beneath a mountain covered to the very summit with noble trees. This was Gléna, where the late Lady Kenmare built a model cottage, and surrounded it with a kind of half-wild, half-natural garden, that is wonderfully beautiful. Here the Royal party disembarked, and went wandering about its glades and sheltered nooks, pausing every minute to survey the views around them. For more than an hour her Majesty walked here, going to every point from which a fresh coup d'œil of lake and mountain, rock and woodland, could be obtained. During all this time the crowd of boats remained in the little bay, and whenever her Majesty was seen a cheer arose from the visitors that went echoing away among the mountains for minutes together. It was nearly two o'clock before her Majesty entered the cottage, which had been specially fitted up for the occasion, and, of course, with the utmost beauty and good taste, though the style was simple as became the unpretending character of the little villa. The Royal family lunched entirely by themselves, and Lord and Lady Castlerosse entertained the suite in another apartment. During the repast an interesting little episode occurred. Close in with the shore was the boat belonging to the railway hotel, and in it sat O'Connor, the hotel guide, a bugler of exquisite tone and expression. O'Connor, after one or two Irish melodies, played with great taste and feeling, and to which the Queen listened with pleased attention, seeing her Majesty about to descend to the boat, at once struck up the National Anthem; the whole population of the boats took up the chant, and the Queen took her seat in the barge whilst the harmonious swell of a thousand voices ascended in her favour, and made the echoes of the mountains ring again with the well-known tones and expressions of the English hymn.

#### THE EAGLE'S NEST.—THE UPPER LAKE.

The Royal barge, on leaving Gléna, passed up through O'Sullivan's Panchbow to the "Meeting of the Waters" immortalised by Moore, where the Queen landed and walked a short distance while the boatmen dragged the barge under the Old Weir Bridge. Her Majesty, again embarking, now proceeded up the Long Range, where the sublime beauties of Killarney are first fully realised. The weather had now become brilliant, and a bright sun brought out the beauties of the Tore Mountain in fine relief as her Majesty passed under its almost overhanging heights. Proceeding onwards, the lofty range of the Macgillieuddy Reeks frowned down upon the Upper Lake, which her Majesty entered at three o'clock. The Man-of-War's Rock, the Round of Beef, Adam and Eve, Colman's Eye, and a dozen other remarkable local features, were pointed out to her Majesty.

The undefinable, the almost secret, beauty of the Upper Lake consists chiefly in its colours. The mountains are sometimes black, sometimes purple, and some, as the stream of sunlight falls upon them, have a rosy golden hue as rich as the soft haze over Turner's gorgeous paintings. The channel leading to the Upper Lake narrows for some three or four miles to a deep rapid stream, little broader, and in very many places not so broad, as an ordinary canal. So tortuous is the course of this mountain current, and so completely is it hemmed in by rocks and banks clothed with purple heath or brilliant foliage, that it is scarcely possible even to see the watery channel for more than a few yards ahead, and thus every turn and movement of the boat as it proceeds upwards discloses fresh scenes of almost supernatural beauty. Thus approaching the Eagle's Nest, the stream seems to be utterly lost and all further passage barred by the grand old mountain, on which the king of birds still builds. The eye in vain endeavours to detect an outlet, and it is only when almost touching the base of the stupendous pile of crags and trees that one suddenly sees a narrow, sharp turn in the stream, which in a few yards more opens out upon a prospect that of its kind has no superior in the world. The eye wanders over an almost circular ridge of mountains, of every shape, height, character, and colour. Some, with the sunlight falling on the heather, have a rich violet tint, that makes them seem almost luminous; and barely to be distinguished from the golden clouds above; some are black, wild, and forbidding, and, as the clouds pour over their peaks in a fleecy drit, making them gloomier than ever, they form an extraordinary contrast with the bright illuminated

aspect of the others ranging near them. The wonderful combination of crag and woodland, too, gives to all the views a charm which almost fascinates as you gaze on the steep noble bluffs and headlands, where the massive grey crags, like the ruins of castles, rise starkly from clumps of purple heather, or peer out from the thick boughs of arbutus, yew, and mountain ash. Another few yards onward and all is changed again, and the turn in the channel discloses a different prospect, equal in beauty though different in character, where the shadows of the clouds flickering over the mountains give such unutterably beautiful changes of tints, and so bring out the wonderful colours of the vegetation in every shade, from the brightest green to almost the deepest black, that the whole great panorama of beauty seems always changing, while the background that fills in every distant vista may possibly be painted, but assuredly can never be told. There is every shade of warm tone that colour is capable of producing—pale pink, rosy, ruddy gold, and a deep, unfathomable, purplish blue in the far distance that, but for its rich darkness, might almost be mistaken for the clear, deep blue of a Mediterranean sky. And all these glorious mountains have their ruined castles and abbeys, their echoes and waterfalls, their legends and historical associations, nearly each and all of which are finer and more poetic in their way than any that belong to the hackneyed banks of the Rhine.

#### DERRICUNIH—THE LONG RANGE AND ITS ECHOES.

At Derricunih Lord Castlerosse had erected a very beautiful marquee in the glen. Here the Royal party disembarked, and went rambling among the valleys, visiting the waterfall, and sketching until nearly five o'clock, when all returned to the marquee to tea. After this they again entered their boat, and swept rapidly down with the current on their return. As they passed the Long Range Mr. Speilán, at the desire of her Majesty, took his bugle and woke the echoes with the "Groves of Blarney." It is impossible to convey an idea of the beauty of the echoes thus aroused. Mr. Speilán played slowly a few bars at a time, and then paused. There was a moment of perfect stillness, and then from the summit of the nearest mountain the first exquisite response began, slowly and clearly, like music from the clouds, magnified in its volume of sound, yet so modulated by the distance that it came gently down upon the air, like the breathing of an Eolian harp—a sighing music that was inexpressibly beautiful and touching. As one echo closed its sad mysterious tones, another and more distant peak began its harmony, and then another, and another, and another, in regular succession, till the very air was filled with the distant plaintive strains, gradually fading away like the shadow of a sound, till it seemed to ascend to Heaven. Anything more wonderful, more solemn, or more touching than this aerial music it is impossible to imagine. The Royal boat, unfortunately, was not in the best position for hearing it in all its exquisite perfection.

At the Old Weir the party did not disembark, but the crew drew in their oars and shot through the current with the speed of an arrow, and then, turning off from Gléna, passed under the wooden bridge into the Middle Lake. The Middle Lake would be very fine if it were anywhere else. The beauties of the Upper Lake, however, are so wondrous that one pays no more attention to those of the Middle than tourists do to the American Fall at Niagara. It is merely a foil to the other. Her Majesty disembarked at Ross Castle. There was a great crowd collected there of course, and the grand old ivy-clad ruin in the background showed superbly in the full light of the setting sun.

Wednesday, as we mentioned last week, was spent by the Royal party with Mr. Herbert at Muckross Abbey, and on the lake in the evening, in expectation of the stag hunt. This latter event, however, failed of its effect in consequence of the impossibility of getting the stag to take the water. Her Majesty and party returned to Muckross Abbey after six o'clock.

On Thursday the Royal party left the beautiful region of Killarney, after taking a cordial farewell of the noblemen and gentlemen who had so effectively contributed to their entertainment.

#### THE RETURN TO DUBLIN.

The Royal train left Killarney at 12 54 p.m.; slowed passing Mallow to pick up the train staff; arrived at Mallow at 1.54, and left at 2.3.

A great demonstration took place here. A guard of honour was drawn up on the platform, which was crowded by peasantry and a large number of the élite of the neighbourhood, who received the Queen with enthusiastic cheers, which were again and again renewed. The only incident, it appears, which was wanting on the journey down on Monday to give the utmost éclat to the demonstration was on this day supplied. A youthful party of the fairest and most attractive of the proverbially beautiful ladies of Mallow appeared on the platform in full-dress costume of the purest white, and gracefully made their obeisance as the Royal carriage slowed and came to a stand at the platform. They then approached and presented her Majesty with a magnificent bouquet, which her Majesty was graciously pleased to accept with expressions of gratification.

At each station along the line there were immense crowds of the liveliest demonstrations of the goodwill and satisfaction of the people. All seemed delighted to have had her Majesty among them; and the Queen and Royal family appeared equally pleased with the reception they everywhere had met with.

#### DEPARTURE FROM IRELAND.

The train arrived at Kingsbridge at 5.59, having performed the entire journey from Killarney to Dublin, a distance of 186 miles, in five hours five minutes. The Lord Lieutenant was in attendance to receive her Majesty, and the station was literally crammed with the élite of the Irish capital. Her Majesty did not return to the Vice-regal Lodge, but proceeded at once to the terminus of the Kingstown Railway, which was reached at 6.45 p.m., and the Royal party immediately went on board. The Royal yacht then went off to its moorings, where it remained till five o'clock on Friday morning, when it sailed for Holyhead, which it reached a little before nine o'clock.

#### THE PRINCE CONSORT AND PRINCE ALFRED AT CARNARVON AND BIDEDEGELERT.

After reaching Holyhead on Friday, the Prince Consort and Prince Alfred paid a visit to Carnarvon Castle and Beddegelert (the Bethgelert of the well-known and favourite ballad. The Princes travelled by a special train, under the direction of Mr. Binger, manager of the Chester and Holyhead branch of the London and North-Western Railway, and reached Carnarvon about half-past one o'clock. Here their arrival had been telegraphed, and a post-chaise and four from the Usbridge Arms hotel was in attendance at the railway station to convey them on to their destination. On leaving the railway the Prince Consort desired the postboys to drive first to Carnarvon Castle. A ladies' bazaar in aid of some local charity was being held in the courtyard of the venerable ruin when the Princes arrived, and their presence was unobserved for some little time among the crowd of visitors. Dame Roberts, widow of one of the late Lord Anglesey's veterans, who has charge of the castle, received the Prince like any other stranger, and in the bustle of the bazaar handed his party over to a young Welsh maiden, who just lisped sufficient English to explain the various localities of the castle. Thus chaperoned the Prince Consort, with his sailor son, made a hasty circuit of the ruin, and listened sometimes with a scarcely suppressed smile to the little Welshwoman's tale of where King Edward I. dined with his barons, and where his Queen gave birth to the first Saxon Prince of Wales. Although their time was necessarily very limited, the Princes ascended to the top of the Eagle Tower, whence a commanding view of the surrounding country is obtained. Just before leaving the castle the Prince Consort was recognised by the Rev. Mr. Vincent, vicar of Carnarvon, but after an exchange of salutations, his Royal Highness hastily retired, and before his little Welsh guide was even assured

of the honourable office she had been fulfilling, the Royal party were well on their way to Beddegelert. On the way they passed Llyn-y-Gader, a gloomy and circular lake, surrounded by dark and rugged crags, in the vicinity of which Edward I. encamped his army when engaged in subjugating the Principality. A short distance from this place, and close to the road, is a mass of rock, the outline of which gives a fair resemblance of the profile of the distinguished statesman, and hence bears the appellation of Pitt's Head. The Royal party paused to observe this curious natural phenomenon, and then, journeying on through the pleasant valley of Colwyn, arrived at Beddegelert at half-past three o'clock. The Princes stopped at the Goat but did not enter the hotel. While the horses were being changed, his Royal Highness, with Prince Alfred, made a pilgrimage on foot to the hallowed shrine of Llewellyn's Greyhound, which was examined with much interest by the young sailor. A hasty observation of the magnificent scenery in this locality having been made, the Royal party re-entered their carriage, and, returning by the same route, reached Holyhead at six o'clock.

#### THE QUEEN AT SOUTH STACK LIGHTHOUSE.

The Queen, accompanied by the Royal Princesses, had in the meanwhile paid a visit to the South Stack Lighthouse on Holyhead Mountain. Her Majesty alighted at that part of the road where the carriage-road ceases, and walked down the steep staircase of 365 steps to the lighthouse, crossing the chain-bridge connecting the rock with the mountain, and presenting herself to the astonished keeper as an ordinary stranger. The poor man, however, remembered her Majesty's visit eight years ago when at Holyhead, and, calling his "guidwife" to his aid, chairs and a mat were hastily brought out for the Queen, who sat down on the greensward and enjoyed the magnificent ocean view, while the Princesses ascended to the summit of the tower and derived from the keeper an explanation of the machinery connected with the lighting apparatus. The Queen got back to her yacht at six o'clock, in time to meet the Prince Consort and Prince Alfred on their return from Beddegelert.

#### THE JOURNEY TO BALMORAL.

At nine o'clock the Queen disembarked and entered the Royal special train which was to convey her to Scotland. The train left Holyhead at a few minutes later than had been intended, but this time was speedily recovered. The journey through was accomplished without incident, except a stoppage between Preston Junction and Lancaster, occasioned by the breaking down of a luggage-train. Her Majesty reached Perth at eight o'clock on Saturday morning, where she breakfasted, and then proceeded on to Aberdeen, where the Royal train arrived at 11.13.

After a brief stoppage, her Majesty started by the Deeside Railway for Abonyne, which should have been reached in little over an hour, but, from an awkward failure of steam-power in the engines, an annoying delay of forty minutes occurred on this short but usually well-managed line. From Abonyne, where the Queen was received by the Marquis of Huntly, Lord Lieutenant of Aberdeenshire, the remainder of the Highland journey was posted, and Balmoral Castle reached at a quarter-past three in the afternoon. Her Majesty appeared in excellent health and spirits, frequently acknowledging the warm reception of the spectators along the route.

#### CONCERTS.

MR. ALFRED MELLON'S Concerts hold their course with a sustained excellence which will raise the popular leader to a yet greater height in the estimation of the musical public. A recent evening's entertainment which was afforded us at Covent Garden will serve to illustrate and exemplify the kind of performance which may at any time be heard during Mr. Mellon's occupancy of the Opera House. The overture to "Euryanthe," Weber's most graceful and sparkling work, was played with all possible care and finish by the orchestra, the effect produced by the *sordini* for the stringed instruments being especially well developed. In the telling quadrille, which includes all the best-known airs from the "Prophète," a judicious balance of stringed and wind instruments is noticeable. Mr. Hughes played on the ophicleide with great skill, though with questionable taste, Handel's famous "Oh, ruddier than the cherry," from "Acis and Galatea." An orchestral selection of British airs, cleverly put together, was played with the utmost spirit by the band. The individual talents of Mr. Mellon's orchestra enable him to swell his programme with attractive solo performances and duets. We have already alluded to Mr. Hughes, who is a great favourite, and who really makes us forget, at times, the unwieldy character of his instrument. The other evening Messrs. Pratten and Lazarus played, as a duet for flute and clarinet, Bishop's melodious air, "Lo, here the gentle lark." Almost everybody knows that this is set as a vocal piece, with an obligato accompaniment for the clarinet. In the present instance the voice was supplied by that most human-sounding of instruments, the flute. Mr. Lazarus added the practised effect of his clarinet to the warbling of Mr. Pratten, who may be said to have sung rather than played his part. It was truly a charming performance on both hands. Middle Parça sang "Robert, toi que j'aime." It will be long before the most hackneyed repetitions can drive us out of a hearty regard for Meyerbeer; but we confess that we should like some short respite from "Robert, toi que j'aime." Might it not be interdicted, say for twenty or thirty years? At the end of that time we could hear it again with pleasure.

A body of instrumental performers, calling themselves "The Cremorne Union," are playing at Cremorne. There are five ladies, one young gentleman, and two very young gentlemen. We believe they are sisters and brothers. As may be inferred from their collective title, they play principally on the violin and its correlatives, the viola and violoncello. But the piano-forte and side drum help the orchestral effect of some of their performances. They also sing part-music very agreeably. There is evidence of natural taste and refinement in the concerts given by this family (if we are right in supposing them to be of such near relationship), and one or two of their number stand forth as bright particular stars. But they will need some further practice before they can take a higher position than they at present occupy.

To-day (Saturday) the Titiens and Giuglini Concerts are renewed at the Crystal Palace, when Signori Bossi and Delle Sedie take part in the performance. We cannot omit the opportunity of observing that the musical programme every day at the Crystal Palace is excellent, and that, under the direction of Mr. Manns, the orchestra has attained a steadiness and precision hardly to be paralleled among instrumental bodies of the same scale. Their performance on Wednesday of a selection from "Fidelio" proved that they are quite able to cope with the massive grandeur and simple tenderness of Beethoven.

M. GUIZOT AND ITALIAN AFFAIRS.—The Paris correspondent of the *Independence* says:—"M. Guizot is preparing for publication a work on Italy. The former chief of the doctrinaire party, who has learned nothing from events, would endeavour to show that the policy pursued towards Italy from 1814 to 1848 by the Governments of the Restoration and of July was the only national and truly French policy. What has been attempted in Italy from the latter period is a medley of confused and loose doctrines, in which German and Italian interests are mixed up with the aspirations of democracy and disorder. In a word, according to M. Guizot, the national tendencies to unity and revolution, which are supported by the Government of the Emperor in Italy, are contrary to the views which have always prevailed in the great epochs of French history."

DISTRIBUTION OF NAVAL PRIZE MONEY.—Notice has been given in the *Gazette* that preparations are now being made for the intended distribution of the amount awarded for the destruction of pirates in the China Sea on Feb. 25, 1858, by her Majesty's ship *Albatross* and two boats of her Majesty's ship *Calcutta*. Due notice will be given, by future advertisements in the *London Gazette*, of the date proposed for the commencement of the distribution, and at the same time the amount of an individual's share in the respective classes will be announced.



## THE BRITISH ASSOCIATION.

The thirty-first annual meeting of the British Association commenced its business in Manchester on Wednesday. This is the second time that the association has honoured Manchester with a visit, having held its yearly meeting here in June, 1842, when trade was frightfully depressed. At the present time trade in Manchester and the district is far from being brisk; but, nevertheless, the denizens of the metropolis of cotton are doing, and have been doing for days and weeks past, everything that they can do to give a most hearty and cordial reception to the members of one of the most useful of the public societies of which the United Kingdom can boast. A thirty-one years' existence of an association that is entirely voluntary in its action, and receives no State support, is a good proof that the public appreciate its objects and set no small value upon its scientific worth. Those who are more intimately connected with it evince by their anxiety, and by the papers that are annually read, how much good the association has done already, and how much good it is destined to do hereafter. Yearly it is a gathering not of unimportant men, but of men who are famed in the world of science and of philosophers whose whole lives have been entirely given up to the solution and the discovery of that which they saw would be for the advantage and good of the whole human race. When the association was first established those who were either ignorant of its objects or prejudiced against it held that the annual meetings were utterly worthless, and were only got up for the purpose of parading it before the world. But nobody now believes this. The members of the association at these meetings receive much useful and valuable assistance from their fellow-labourers in science; which information is again disseminated all over the world, and thus becomes a common property and a common benefit. Hence it is that all take an interest in the proceedings of the association, and give what assistance is possible to ensure the perfect success of the meetings.

A council meeting was held in the Townhall in the morning, at which many business matters were disposed of, and at eight o'clock in the evening the first general meeting was held in the Free-trade Hall, which has been specially fitted up for the occasion. There was a large assemblage of ladies and gentlemen present. Lord Wrottesley having vacated the presidential chair.

Mr. William Fairbairn, LL.D., F.R.S., C.E., &c., of Manchester, president-elect, then delivered an inaugural address of considerable length, reviewing the progress of science, with its application to the arts. In the course of his address the learned president said that at no period had science contributed so much to the uses of life and the wants of society as at the present, and man had been chiefly stimulated to the cultivation of science and the development of his inventive powers by the necessity of providing for his wants and securing his safety. He then passed in review the history of astronomy, with its latest important discoveries; its sister science magnetism, and the developments and application of chemistry, and pointed out the various uses which had been made of the science of geology, more especially the discovery of goldfields in different parts of the world. The learned gentleman next proceeded to invite the attention of his auditory to the mechanical sciences, with which he was more familiarly acquainted. These might be divided into theoretical mechanics and dynamics; comprising the conditions and equilibrium of the laws of motion, and applied mechanics, relating to the construction of machines. The three chief aids which engineering science had afforded to national progress were canals, steam navigation, and railways. One hundred years ago the only means for the conveyance of inland merchandise were the pack-horse and waggons on the then imperfect highways; but Brindley, Smeaton, and others, introduced a system which continued for a series of years until the whole country was intersected by canals suited for the conveyance both of merchandise and passengers. Scarcely had this system been fully developed when a new means of propulsion was adopted—steam. Although numerous improvements had rapidly advanced the progress of this important service, it was to be observed that the paddle-wheel system of propulsion had maintained its superiority over every other method yet adopted for the attainment of speed, as by it the best results were obtained with the least expenditure of power. Since the introduction of the steam-engine, things which were once luxuries had become necessities, and it had given to the poor man in all countries in which it existed a degree of comfort and independence unknown before. Dr. Fairbairn then alluded to the changes which this power was destined to effect in the cultivation of the soil, after which he passed to the general question of the construction of machinery. He said that the automaton, or self-acting machine-tool, was in itself an almost creative power; in fact, so great were its powers of adaptation that there was no operation of the human hand that it did not imitate. By the use of this tool everything was done with a degree of accuracy which the unaided hand could never accomplish. Referring to the electric telegraph, the learned gentleman observed that, although in land telegraphy the principal difficulties had been surmounted, in submarine much still remained to be done. He had served on a Government Commission to inquire into the failure of the Transatlantic cable, and the report of that Commission contained a mass of evidence from which very important information might be derived. In concluding, he remarked that society was greatly indebted to a new and most attractive method of diffusing knowledge exemplified in the Great Exhibition of 1851 and its successors in France, Ireland, and America. The improvement of taste and the increase of practical knowledge which followed these exhibitions had been deeply felt, and consequently the prospects now opening before us in regard to the Great Exhibition of 1862 could not be too highly appreciated. That exhibition would embrace the whole circle of the sciences, and was likely to elevate the general culture of the public to a higher standard than it had ever before attained. Looking forwards, he ventured to hope for a great success and a further development of the principles advocated by this association—the union of science and art.

The address was listened to with much attention and elicited great demonstrations of applause.

**ROYAL NATIONAL LIFE-BOAT INSTITUTION.**—A meeting of this institution was held on Thursday week, when rewards for saving life and property at sea were voted to the crew of the *Cahore* life-boat, the crew of the *Lizard* life-boat, and the crew of the life-boat stationed at Penmore, Anglesea, all belonging to the institution. Other rewards for saving life were also voted. It was reported that the institution had sent new life-boats during the past month to Southport, in Lancashire, and Rye, in Sussex. Others were ready to be sent to Aberystwyth, in Wales; Scarborough, in Yorkshire; and Llandudven, in Anglesea. During the present year the society has spent nearly £8000 on its life-boat stations. Some of its life-boats have already this year saved nearly two hundred persons from various wrecks. The demands on the society were so heavy that it was decided to ask its bankers for a loan until some of its small funded capital could be sold. It is earnestly hoped the public will extend its continued support to an institution which is so actively engaged in rendering important services in the hour of their direst need to a class of men on whom England must always depend to a great extent for its commercial prosperity and the safety of its shores.

**SHOOTING ACCIDENT.**—An inquest was held on Tuesday, in Charing-cross Hospital, touching the death of a private in the 2nd battalion Grenadier Guards, stationed at St. George's Barracks, named James Hutchins. John Simpson, a private in the same battalion, said that, about ten minutes to one that afternoon, he was coming out of the barrack-room on the third floor, when he observed the deceased quite outside the window, with the exception of the left foot, and before he could stop him he had got quite out and turned to the left of the parapet. He looked out after him, and found that he had fallen. He ran down and saw him impaled on the railings, the spike entering his stomach and coming out of his back. He had seen him only five minutes before, and believed him to be quite sober. The night was fine, and the window through which he was picked up was forty-two feet. It was ascertained in evidence that he had performed the same feat before, and that he considered it worthy of Blondin. A verdict of "Accidental death" was recorded.

## THE CATASTROPHE ON THE BRIGHTON RAILWAY.

## THE ADJOURNED INQUEST.

WHEN the inquiry was resumed by the Coroner and jury on Thursday week, Mr. John Laxley, foreman of carpenters and of the signal-works, &c., presented a model of the signals, which he explained, showing the action of the signal by the passing of the train, and also by hand when the train failed to work it. He said it did happen that the signal occasionally failed to act and then came all right again, but he could not account for this except on the supposition that the wire got hung up or that there was a vertical motion in the horizontal slide-bar. Whenever a signal was reported to him as out of order he sent off a man by the next train to attend to it. The signals are very seldom oiled after being put up—they are better without oil than with too free an application. He went to Clayton tunnel on Sunday after the accident and examined the signal. It was in perfect working order.

James Hackman, the driver of the Portsmouth excursion-train on the morning of the accident, was the next witness examined. He said:—The distance-signal was all right as I approached it. I cannot tell exactly the time when we entered the tunnel. I cannot say how long exactly we were going through the tunnel. I met with no obstruction. The signalman was at his post on my entering the tunnel, and he waved a white flag. I have never known the distance-signals fail to act on trains passing over the line. Supposing I had been driving the excursion-train on Sunday last, and knew that another train was before me, and saw at the entrance of the tunnel the signalman waving a red flag, it would be my duty to stop as soon as I could wherever I might be, whether in a tunnel or otherwise.

Alfred Moore, the guard of the Portsmouth train, deposed to the time of starting, to the state of the signal as he approached the tunnel, and to the other incidents connected with his train, which, however, had no further direct bearing on the causes of the catastrophe.

John Scott, the driver of the second train, to which the accident happened, examined by the Coroner, deposed:—I am an engine-driver in the service of the London, Brighton, and South Coast Railway Company. On Sunday morning last I drove the Brighton excursion-train. I have been in the company's service nine years. I noticed the time at which I started from Brighton; it was thirty-one minutes past eight. It was about ten minutes to nine when we reached the Clayton tunnel. That is the time it would take us to go, as far as I can tell. That would be allowing nineteen minutes. We took a good bit to go out of the yard—we slipped a good bit going out. The distance-signal was all right when we approached Clayton tunnel. I saw the signalman as we were just going into the tunnel. He came out of his box as we were going in and waved a red flag violently. I in consequence of that shut off the steam. I had got about 250 yards into the tunnel before I succeeded in stopping the train. I also reversed the engine, and put the sand on, and stopped as quickly as possible. In reversing the engine the carriages might have gone back twenty or thirty yards, but I did not back the train. I was not going back when the collision took place. I was standing still. I had been standing still about two minutes when the collision took place. I had not time to send the guard back. I did not see the other train coming till it hit us. The collision knocked me into the tender. I got off the engine after the collision. I went back to see the state of the train. I do not know that the distance-signal at Clayton has not acted on any occasion when we have gone over, or I never looked back to see. It is my duty when I see a red flag in the tunnel to stop, and not to back out. I was not above three yards from the signalman when he came out of the box. I was proceeding through the tunnel at nearly thirty miles an hour. I shut off the steam just as we were going into the tunnel. I don't know the gradient. It is down-hill a little there. I think I could pull up my train in 250 yards by reversing the engine. It was not a heavy train. When the train was stopped I looked over the handrail for the signal to start again from the guard. It was too dark to see the guard in the tunnel. I did not see anything of him or anybody else. I did not see the signalman before he waved his red flag. He was not outside his box till he did wave the flag. He had been at his wheel and had the wheel in his hand to set his signal. I must have seen him. I am sure I must have seen him from the distance-signal. At all events, I must have seen him directly afterwards. If the distance-signal had been set to danger I should have stopped between the distance-signal and the tunnel, and in the same way the Brighton ordinary would have stopped between the Brighton side and the distance-signal. I had no idea of another train being so close behind me till I felt the shock. I went through the tunnel after the accident with the remainder of the train. This witness having stated that he had made certain reports as to the accident, these reports were called for, but Mr. Faithful, the solicitor for the company, declined to produce them. The Coroner, however, ruled that they must be given in, and the production of one was accordingly promised, while the other was alleged to be a privileged communication. The matter, if not yielded by the company, will ultimately fall to be decided by the Court of Queen's Bench. The inquiry was then adjourned.

On Friday, Edward Dudley, stoker, and William Butcher, a guard of the Portsmouth train, were examined, but their evidence did not elicit any material fact bearing on the accident.

William Gregory, driver of the ordinary Brighton train, was then put into the witness-box, and, after being duly cautioned by the Coroner, deposed as follows:—My name is William Gregory, and I am an engine-driver in the company's service, and have been so ten years. I have been accustomed to the main line. My train consisted of twelve carriages on Sunday morning last. That is the ordinary train. Mr. Legg started the train, but he did not speak to me. That was at 8.35. I looked at my watch just at starting. I do not think my watch was more than a minute out with the clock at the station, but I have not compared it. I did not observe the station clock as I passed it. I saw the London excursion-train. I did not notice it starting by my watch. I should say there were at least four or five minutes between the starting of that train and the time we started. I was on the look-out for the distance-signal when we approached the Clayton tunnel. I do not know the exact time we reached the distance-signal. I should say we were ten or eleven minutes running from Brighton to there. When I saw the signal it was "All right." We were going at about twenty-five miles an hour. When I went into the tunnel I saw nothing but smoke and steam. I saw a red light about fifty yards from me. That was the first means by which I became aware that the other train was in the tunnel. When I saw the red light I shut off the steam and reversed the engine. My fireman put the brake on, and I kept continually whistling. My speed was not materially diminished, because I had not time. I was still on the engine when the accident happened. When the collision took place we were knocked into the road, and the engine jumped on to the third-class carriage. I was able to see that. I was not hurt myself. I saw one guard of the train just before me jump down by the side of the train just before the accident happened. I did not see either of the signalmen shortly after the accident. There was one signalman who came into the tunnel some time after, but he was not on duty. If the distance-signal had stood at "danger" I should have had time to stop. Had it acted properly, I should not have felt the least danger, as I should have had ample time to stop the train before any accident could have occurred. I had a very powerful engine on the occasion. I knew that only four or five minutes had elapsed when I started since the other train had gone out from the station. I do not know whether, in any other cases, three trains have started so closely upon each other as the trains did on Sunday morning.

John Finch, the stoker of the ordinary train, was next examined. The only points of importance in his evidence were the following:—I have in some cases observed that distance-signals fail to act when I have passed over them with the train. I have never seen the distance-signal at the south end of the Clayton tunnel fail to act. When they do not act the signalman puts them right by the wheel. I never sighted the previous train at all—by that I mean the Brighton excursion-train—until I saw the lights. We often start five minutes after another train, more particularly at the London end.

James Jackson—I am a steam-engine manufacturer in the London-road. I was a passenger on Sunday last by the Brighton excursion-train, and we left at 8.30. I was in the service of the company as an engine-driver some years ago, but am now altogether independent of them. We started, as I have told you, and all went on safely and steadily until we got to the Clayton tunnel, when I heard the whistle on entering. When we got about 100 or 120 yards, as near as I could fancy, I began to see that the train was slackening its speed. I got up and looked to see if I could perceive anything ahead in the tunnel. I saw clear daylight right through to the end of the tunnel, and also looked to see if there were any red lights in the tunnel. We came to a standstill, I should think, in about 300 or 600 yards. As soon as the train stopped the engine was reversed and put back. I could hardly understand the meaning of pushing back in a tunnel, so I looked to the south end, but saw all clear there. We pushed back to about 200 or 250 yards. Just at this moment I saw another train arriving and coming up the tunnel's mouth. I tried to open the carriage door, but found it locked. In a moment I tried to get out of the carriage, but two ladies got hold of my collar and stopped my progress. Finding it was useless to try and get away, I took hold of each of them and planted myself as close as I could between them, and just at that moment there was a concussion and crash of broken timbers, and loud shrieking from the passengers. As soon as we stopped I got on to the wood-side, between the tunnel wall and the carriages. I got between the carriages over the buffer, and walked down to the broken carriages on the line, and came upon the poor people who were lying about and under the wreck of the carriages. I saw them by the glare of the fire. I made my way to the tunnel's mouth and ran to the signal-box, and saw Denby. I asked him why they let the train come into the tunnel before the other was out. He said, "I was not on duty, Jack; I had just gone off." Kirkick was working the telegraph, and I asked him if he was telegraphing to Brighton to say what was amiss. He said he could not telegraph to Brighton. I told Denby to get a lamp or two, and just then the passengers came out from the hind part of the train look-

ing ours. The driver of the Brighton ordinary then came up, and I asked him if he had got his fire out. He said he could not, but ultimately he did so. I went and got the train unhooked, and a few passengers who were in the hind part of the train I put in another and more forward carriage and sent the train to Hassock's-gate. I went and tried to remove the bodies of those who seemed to be alive, but they were all jumbled and matted together. I tried to get the engine lifted, but I found I could not without proper appliances. If I had been driving the engine, and had seen the red flag, I should undoubtedly have shut off my steam and reversed the engine, but I would not have backed. I think if the train had remained where it first stopped the driver of the ordinary train would have had a better chance of stopping his engine. He could have seen the red lights at 400 yards if he had been looking out. I should not think the train I was in, going at twenty-five miles an hour on such a gradient, could stop in 300 yards. I should not have backed the engine if I had had charge of it. I should have brought my engine to a standstill; but, although the red flag was shown, and it might be somewhat against the rules, I should have crept slowly forward if I could see the line clear at the other end of the tunnel. When I went back I saw Kirkick; he was quite agitated and all in a tremble, and I asked him how he came to put out a white flag for a train to run into the tunnel when he had only a very few minutes previously shown a red flag, which would stop a train in the tunnel? He said he was so confused he hardly knew what he did. I do not believe that such a train as has been described, with twelve carriages and an engine, could have stopped in a distance of 250 yards. I think that after the train stopped it backed and continued to do so up to the time of the collision, and that it was absolutely doing so at the time of the collision. Of course I may have been flurried a little, but I do certainly believe it was moving backwards at that time.

The inquiry was then again adjourned till Monday.

The inquest was resumed on Monday afternoon. Mr. Perry, inspector of permanent-way, was first called, and gave a statement of several measurements he had made for the purpose of ascertaining the exact distance from the mouth of the tunnel to where the collision took place, and also to the signal-box. The next witness examined was Mr. Hawkins, the traffic manager, who admitted his responsibility for the arrangements regarding the number of trains, and the time of their starting. One point elicited was that an interval of five minutes is considered sufficient time to elapse between the starting of two trains on the same route from a station, and that even a shorter period than that is allowed at some stations to intervene. This, if established, would show a liberal allowance of time, according to the time-tables, between the trains that came into collision on the disastrous Sunday morning; but it is clear that the actual interval was much shorter, as proved by the accident. The inquiry was once more adjourned.

The proceedings of the Brighton inquest were continued on Tuesday. Coleman, the head guard of the Brighton excursion-train, who is still suffering from severe injuries, was examined at Hassock's-gate. He said that when the train stopped in the tunnel he could see the way clear out to the north end, and shouted to the driver to proceed, as in stopping he was violating the rules, but could not tell whether he was heard or not. There was not time to go back and ascertain why the red flag had been shown. The witness applied his back as tightly as he could to prevent the train going back, but he thought it was moving backwards when the collision occurred. In other respects Coleman's evidence elicited nothing new. This poor fellow has suffered severely, but is now progressing fairly towards recovery. After the examination of Coleman was concluded the jury returned to Brighton and took the evidence of several other witnesses, but nothing material was deposed to. Indeed, the facts of the affair are already exhausted, and little further light is likely to be thrown upon it.

The proceedings on Wednesday were marked by a passage of arms of no slight interest and importance between the Coroner and Mr. Slight, the secretary of the company. The Coroner had required that gentlemen to produce several statements concerning the accident which had been supplied by certain of the company's servants. These reports, it appeared, Mr. Slight had placed in the hands of Mr. Faithful, the company's solicitor, who declined to produce them. The Coroner threatened to commit Mr. Slight unless he complied with his request; but that gentleman expressed his determination to act upon the judgment of his legal adviser. A warrant requiring Mr. Slight to produce the documents at two o'clock was served upon him, but it had no effect, and the Coroner expressed his intention to enforce his authority by other means. At a later period of the day Mr. Scott, the deputy-chairman, while declining to authorise the production of the documents, promised to lay the proposition formally before the board. Captain Tyler, the Government inspector, was examined with reference to the opinions which he had formed upon the causes of the accident. He said that the impression left upon his mind was that the primary cause of the catastrophe was the want of efficiency in the way in which the traffic on that part of the line was worked. There were here many curves, cuttings, bridges, and other obstructions to the view, and to work such a line with safety an interval of space, as well as an interval of time, should be allowed between trains, and care taken that this rule was never deviated from. This course had not been followed, and hence the occurrence of the accident. The inquest again stands adjourned.

**A RAILWAY TRAIN ON FIRE.**—A remarkable accident occurred to the night express-train from Bordeaux to Paris on the 25th to 26th ult., by which the whole of the baggage of a very large train, principally from Bayonne and the South, was consumed by fire. The fourgon in which it was packed was fortunately the last carriage of the train, and was readily detached, or, at least, if it might have been added to loss of property, which is said to be very considerable, one Spanish family having many valuables with them. No account could be given by the guard of the origin of the fire, except that probably there were lucifer-matches in some of the baggage, which had fallen on the floor.

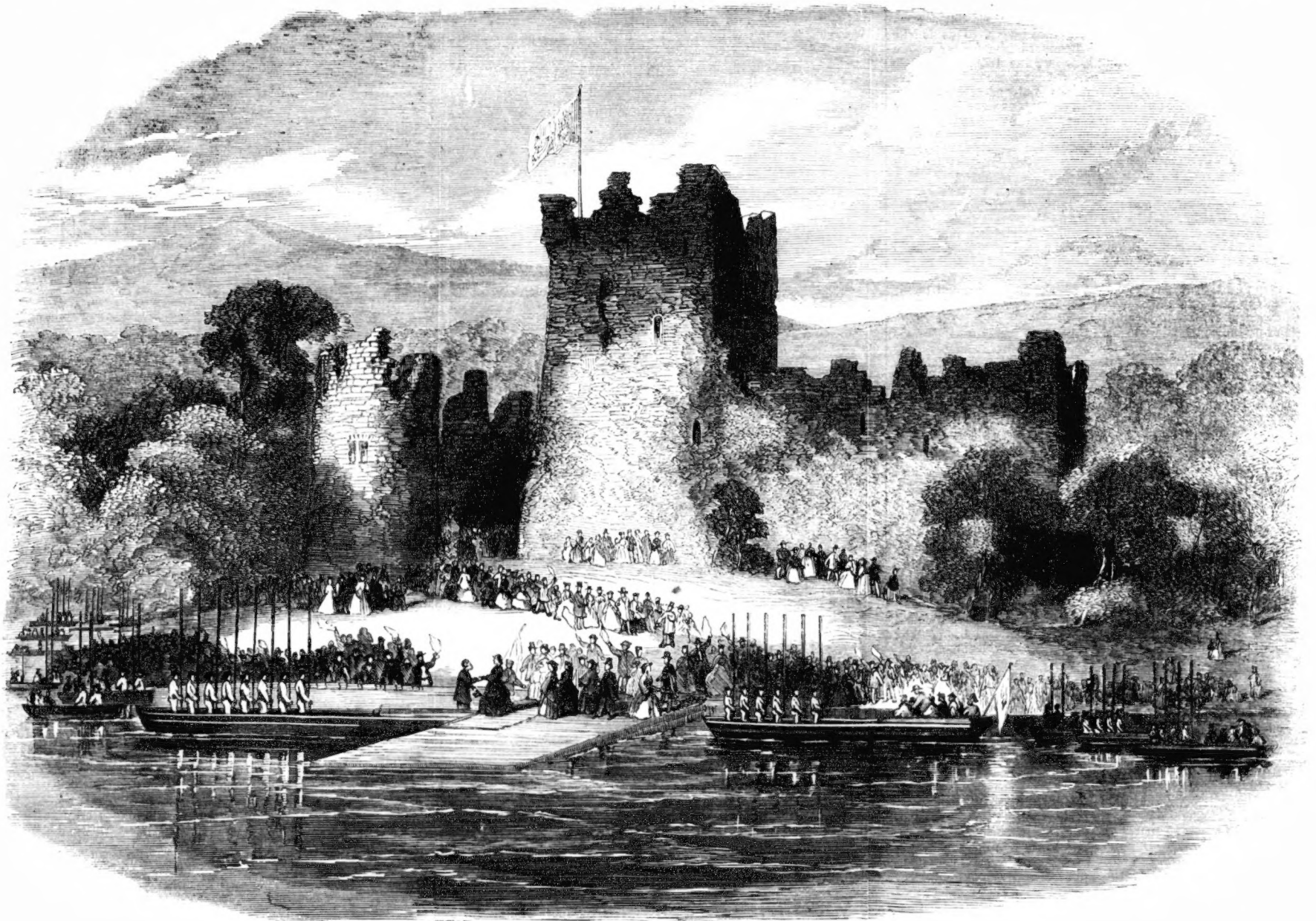
**NEW PROPOSAL FOR UNITING THE METROPOLITAN RAILWAYS.**—A new project for uniting the lines of railway north of the metropolis (and, in connection with the Metropolitan and Chatham and Dover Railways, the southern lines also) has been put forth. It is proposed to construct a line of railway from near the Seven Sisters road station of the Great Northern Railway line at Holloway and the Northern and Eastern Railway near the Tottenham station, so as effectually to connect the following five lines of railway:—The Eastern Counties, the Great Northern, the Metropolitan, the Great Western, and the London, Chatham, and Dover, and their branches. The line proposed being only about 3½ miles in length, passing over a level agricultural country, without any engineering difficulties, and interfering with no valuable property, can, it is estimated, be constructed for a very moderate sum. The whole traffic of the Eastern Counties Railway and its branches being at present brought to a part of London almost isolated from the network of railways leading north, west, or south, causes loss both of time and money to reach any of the leading lines of railway communication, and this remark applies equally to intercourse between the west, north-west, and south of England and the eastern counties. The traffic in cattle, which from Cambridgeshire, Norfolk, Suffolk, and Lincolnshire is so extensive, will save at least six miles by the new rail, as at present, from the Tottenham station, they have to proceed on the North-Eastern Railway to Stratford, and from Stratford by the North London Railway to the Caledonian-road station, being nine miles and a half; but by the shortened route the distance would be only three miles and a half. Mr. T. Batling, map designer and engraver, is the projector of this effort to improve railway communication with the metropolis.

**AMERICAN FINANCE.**—An impression has gone abroad that the banks of the Northern States have lent Mr. Chase \$30,000,000 of money, and that he will require no more till Christmas. Till that time, therefore, it is inferred that the Treasury at Washington will be full. The real facts are very different. The banks have contracted to supply \$11,125,000, "to bear interest" from Aug. 15, and are to have the "privilege," if they choose to exercise it, of lending \$11,125,000 on Oct. 15 and \$11,125,000 on Dec. 15, and are to declare whether they will lend the money or not on Oct. 1 and Dec. 1. Two-thirds, therefore, of the proposed loan remain "to be placed." The banks may either lend the money or not, as they please, when the specified time arrives; and with respect even to the instalment now taken by the banks there is an unpleasant clause that "overdue Treasury notes" and sixty days' Treasury notes may be taken in payment, instead of cash. As the Government has already been borrowing as largely as it could in the money market, this option will be extensively exercised. On the whole, Mr. Chase will get some money, but it will be doled out to him very cautiously, and will bear no resemblance at all to the large figures with which the American imagination loves to gratify itself.—*Economist*.

**IMPRISONMENT FOR DEBT.**—It is sometimes supposed that imprisonment for debt has been almost abolished, but the official returns show that in the year ending in Michaelmas last there were committed to the prisons of England for debt and on civil process no less than 11,668 men and 639 women—in all 11,707; and, large as the number seems, it has never been so small since 1855. In the five years 1851-55, the annual average was 9,317; in the five years 1856-60, it has been 13,839.

**INCREASE IN THE PRICE OF GAS.**—The three gas companies supplying the City of London have, since the passing of the Metropolitan Gas Act, determined to raise the price of their gas. This decision has been made known to the inhabitants by the issuing of a circular, stating that the Legislature having, after full inquiry, passed an Act for regulating the supply of gas to the metropolis, requiring under heavy penalties a higher standard of illuminating power and purity, which will necessarily involve an increased cost of production, the companies supplying the city will, on and after Michaelmas next, be brought under the provisions of that Act, and that the future charge will be at the rate of 4s. 6d. per 1000 feet for the ordinary coal gas.



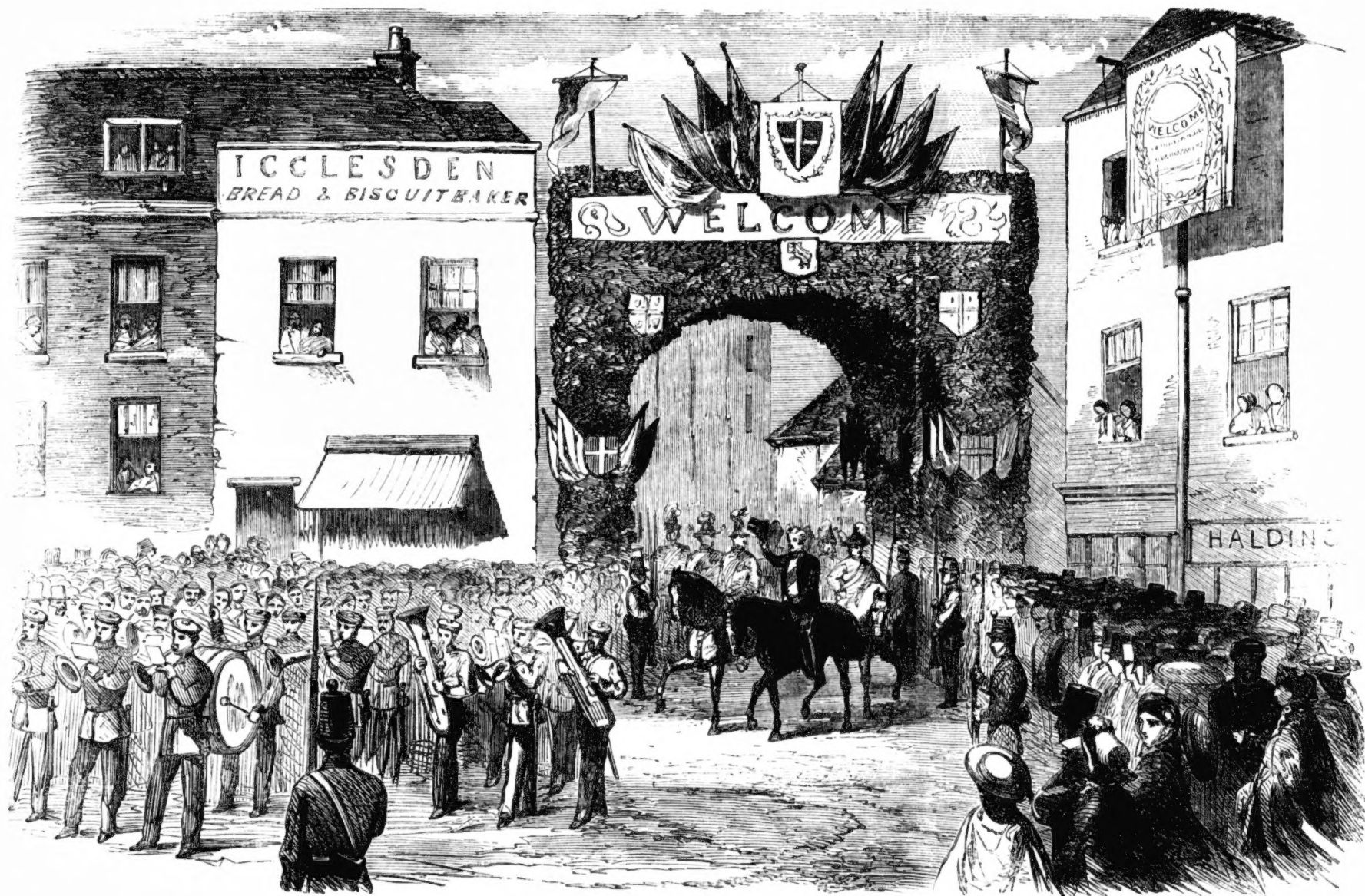


HER MAJESTY'S VISIT TO KILLARNEY.—EMBARKATION OF THE ROYAL PARTY AT ROSS CASTLE.

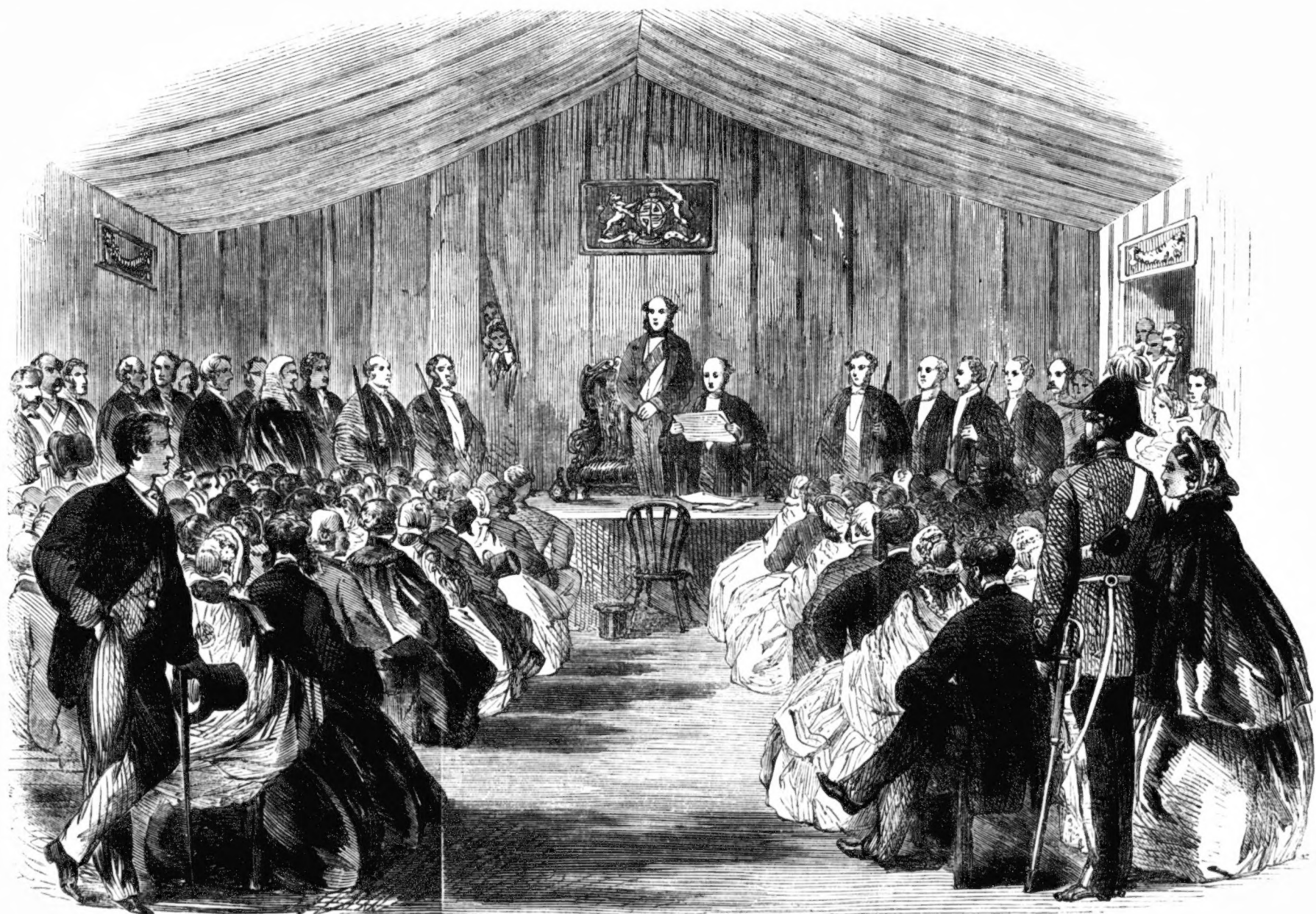


PROGRESS OF THE ROYAL PARTY THROUGH THE UPPER LAKE. (FROM SKETCHES BY R. L. STOPFORD.)





THE INSTALLATION OF LORD PALMERSTON AS LORD WARDEN OF THE CINQUE PORTS.—THE PROCESSION CROSSING THE MARKET-PLACE AT DOVER.



THE CEREMONY OF INSTALLATION.—THE SENESCHAL READING THE MANDATE OF THE LORD WARDEN.



## INSTALLATION OF LORD PALMERSTON AT DOVER.

WE last week gave an account in the "Lounge" column of the ceremonies attendant on the installation of the Premier as Lord Warden of the Cinque Ports. We now publish some Engravings illustrative of incidents which occurred on the occasion, and add a few explanatory particulars.

### THE VOLUNTEER REVIEW.

The proceedings commenced by the Cinque Ports Volunteers, to the number of about 800, assembling at the Victoria-crescent shortly after eleven in the morning and marching to the New Parade-ground beyond the castle. They formed in line, with the band of the 3rd Buffs in the centre, and in that position received Lord Palmerston, who arrived from Walmer Castle shortly before one o'clock, and was greeted with enthusiastic applause from the large concourse of spectators who had collected on the ground. The Premier, who appeared to be in the enjoyment of robust health, rode on horseback, and wore the simple uniform of the Constable of Dover Castle, consisting of a blue dress coat with scarlet collar and cuffs, with the Order of the Garter upon his breast. He was accompanied by Colonel M. Murdo, inspector-general of volunteers; Lieutenant-Colonel Luard, assistant-inspector; Brigadier-General Carvoock, commandant of the garrison; Lord Elcho, M.P., who wore the London Scottish uniform; the Hon. William Cowper, M.P., and Colonel Crippage, who were all mounted. The Mayors of the different towns within the jurisdiction of the Cinque Ports, attended by their recorders and macebearers, came upon the field in carriages. As soon as the cheering had subsided, the volunteers saluted, the band of the 10th Regiment began to play, and the noble Lord and his staff proceeded slowly down the front of the line and back again, after which the various corps separated and marched past his Lordship and his friends. Some evolutions were afterwards gone through, but there was no firing. At the conclusion of the review one general and hearty cheer was given, and the dignitaries then took their way to the castle, there to form the procession to the Court of Shepway.

### THE RECEPTION AT THE CASTLE GATE.—THE PROCESSION.

On entering the castle the Lord Warden was met by the officers of the garrison and several distinguished personages, among whom was Sir John Burgoyne and General Mansel, who is in command of the troops at Shorncliffe; he also received a salute of nineteen of the great guns. Soon afterwards the procession (which was of an imposing character) emerged from the castle yard amidst the thunder of cannon, and proceeded at a slow pace down the steep hill leading to the town, the whole line of route being occupied by thousands of spectators. One of the most interesting and picturesque scenes was the procession passed through the Market place, where a triumphal arch had been erected, and which our artist has chosen for the subject of one of his sketches.

### COURT OF SHEPWAY.—THE INSTALLATION.

The Court of Shepway was held at Bredenstone-hill, in a tent within the Drop Redoubt. His Lordship sat on a raised dais, covered with crimson carpet, with the Mayors of Dover, Hastings, Hythe, Rye, Faversham, Folkestone, Deal, Sandwich, New Romney and Winchelsea, the Bailiffs of Lydd and Pevensey, the Mayors of Shepway, Tenterden, and Margate, ranged in a semicircle round him, bearing their wands of office. The officers of the Court in their official robes were next placed at the extremities of the semicircle.

The Lord Warden having taken his seat, now wearing his Order of the Garter, the Seneschal (Mr. E. Knocker, town-clerk of Dover) conducted the formalities for duly knighting the Court. The mandate requiring the ports, towns, and their limits to send representatives to the Court was read by the Seneschal. The Mayor of Hastings was first required to bring in his return, and this having been produced and read, the other Mayors in proper succession presented theirs, and the Seneschal, having announced that all the returns had been duly received, with the exception of that from "Fordwich," declared the Court properly constituted. Lord Palmerston then intimated his appointment to the office of Lord Warden, and requested that the patent conferring the said office upon him should be read, which having been done, and the Mayor of Hythe, as "speaker" for the day, having asked his Lordship to take upon himself the honourable office of Lord Warden, and to take charge of the interests of all the Cinque Ports and their members,

Lord Palmerston said: "I have great pleasure in accepting the office conferred upon me by the Queen, a selection which has been ratified by this Court; and I shall deem it my duty to fulfil all that belongs to that ancient and honourable office."

The booming of cannon, upon a given signal, proclaimed his Lordship's acceptance of the office to the town. Dr. Phillimore having made his speech, and Lord Palmerston having replied thereto, the proceedings were declared to be complete, and the principal actors in the ceremony adjourned to the Lord Warden Hotel, where the volunteers were dismissed, and the officials and invited guests prepared for the banquet which was spread for them in the Townhall, which had been tastefully decorated for the occasion. We last week gave the gist of Lord Palmerston's after-dinner speech, which, of course, was the only matter of special interest which marked the evening's proceedings.

ANOTHER LAD, of about twelve years of age, was on Sunday afternoon killed on the tramway between Westminster-bridge and Kennington-park.

THE BRITISH SHIP ASIATIC, on a voyage from Akyab to Paimouth, foundered at sea during a severe gale on April 18, when fifteen of the crew perished.

THE BRADFORD LIBERAL REGISTRATION SOCIETY, at a meeting on Monday evening, passed a resolution condemning the votes on Reform, &c., of Sir J. R. Milnes, M.P. for the West Riding of Yorkshire, as a violation of the pledges given by him on the hustings.

TWELVE NUNS HAVE ARRIVED IN ENGLAND FROM LISBON, having purchased an establishment in Dorsetshire. The sisters carry with them the stone cross which formerly stood over the gateway of St. House, Isleworth, and also several ancient statues which adorned their original church.

THE ANNIVERSARY OF GARIBOLDI'S ENTRY INTO NAPLES is to be celebrated by a fête, to which the Municipality of that city have already subscribed a sum of 3000 ducats. Bread and flour are to be distributed to the poor on the occasion to the value of 7000 ducats.

THE SWISS PAPERS record another accident to Alpine tourists, the victim on this occasion being Mlle. Fanny Garnier, of Paris, who was travelling with her husband in the Bernese Oberland, and fell into a torrent called the Lutschine, at Grundewald, where she was drowned, in spite of all efforts to save her.

IT is said to be in contemplation to give a banquet to W. H. Gregory, Esq., M.P., to commemorate his "exploits in obtaining the restoration of the subsidy to the Galway packet line." Would it not be well for the "men of Galway" to "catch their hare" before they roast it? Are they quite sure of the restoration of the subsidy?

FLOWER AND FRUIT SHOW AT THE CRYSTAL PALACE.—A grand flower and fruit show took place at the Crystal Palace on Wednesday and Thursday last, which was remarkably successful. Of flowers, the show of dahlias was especially fine, and the number of amateur exhibitors large. The French artists were considered the finest ever shown at the Crystal Palace. The exhibition of fruit was equally as good as that of flowers; and we fear that many a longing desire was excited by the luscious display on the well-filled trays and baskets.

PREPARED PENSIONS.—The "Finance Accounts" show that we paid last year £16,600 for perpetual pensions. The last pension of this nature was of £2000 a year granted in 1811 to the heirs male on whom the title of Viscount Exmouth shall descend. Since that date no pension has been for a longer term than the life of the person whose services were to be acknowledged and the lives of his two next heirs.

MORE GOLD DISCOVERIES.—Gold has been discovered in considerable quantities on the banks of the Enakatchewan, in the Hudson Bay territories. Some of the company's servants are represented as being rather anxious to conceal the knowledge of the discovery; but, in a matter so directly affecting the public curiosity, all such attempts must be futile; and if gold should exist in any considerable quantities we may be sure that thousands of adventurers will soon plunge into those vast solitudes, and prepare the way for their settlement and colonisation.

## TERMS OF SUBSCRIPTION TO THE ILLUSTRATED TIMES.

STAMPED EDITION, TO GO FREE BY POST.

3 months, 3s. 10d.; 6 months, 7s. 8d.; 12 months, 15s. 2d.

Subscriptions to be by P.O. order, payable to THOMAS FOX, 2, Catherine-street, Strand.

It is necessary that Four Stamps be forwarded with all applications to the Publisher of the ILLUSTRATED TIMES for single copies of the Paper. For two Copies SEVEN Stamps will be sufficient.

## ILLUSTRATED TIMES.

SATURDAY, SEPTEMBER 7, 1861.

### THE BRITISH ASSOCIATION.

THERE is no sign of success so sure as patronage. Patronage, as it can rarely improve a bad position, seldom neglects an opportunity of displaying itself in connection with a good one. "Patronised by the Royal Family" above a bootmaker's shop simply means that the man who displays the phrase makes good boots, certainly none the better for the patronage. Scores of bad poets were patronised by noblemen during the last century, even as the poet Clive in our own; but their works have long since sunk to oblivion nevertheless. Dr Johnson once sought patronage, and at length had it offered to him when he could afford to hold it up to scorn in the manly language of his famous letter to Lord Chesterfield.

It appears that science has at length become worthy of patronage. Many recollect Beau Brummell's threat of "cutting the Regent and bringing the old King into fashion." Science—the old King—is being brought into fashion by annual subscriptions of two pounds. He has been previously, it appears, under some kind of a cloud; getting into the Insolvent Court with his experiments and his patents, earning a crust by occasional lectures at mechanics' institutions on the gases, reining agricultural districts by new-fangled machinery; and annihilating the glorious old stage-coach with his railways; but he has, after all, grown wealthy, and now wears a paletot, lavender kid-gloves, and a new bat. He is therefore not only a respectable but an eligible party now. Even the military swells look up to him. In Napoleon's army of Egypt the corps of savans was the butt even of the camp-followers. Now, Kings and Emperors claim the aid of the inventor who renders war-ships invulnerable, transports armies fresh and unmarched to the distant field, and rifles cannon to destroy armaments at five miles' range.

So, when Science has his head well up and is advancing like a giant, we have the British Association for his Advancement. We turn with anxiety to the report of its meeting, to the chairman's marvellous speech. There is much, certainly, about the advance of science; but the "advancement," which is quite a different thing, is not quite so clearly displayed. The real way to find what the association has been and is doing for the advancement of science is to glance at its account of receipt and expenditure. It is unromantic, perhaps, to do this; but it is the surest clue to the state of affairs, even as the physician, when you have done your innocent best to confuse him, settles the whole question by clapping his stethoscope to your heart.

And here is the heart of the association. Receipts in one year £2905. Of this upwards of £1200 are expended in printing and salaries. Some £250 remains in hand. The balance, as transcribed in the *Times*, is accounted for in one of the strangest lists of charges we ever beheld. We make every allowance for printer's errors. Thus we find £20 charged for "exploring elriconium" (whereby, perhaps, Uriconium or the Wroxeter excavation is intended). Thirty pounds for the "Diss circle" has probably some connection with the magnetic dip. "Gorging of water," for which £10 is set down, appears a curious proceeding for middle-aged patrons of science. Perhaps this may mean "gauging," but how or why can anybody gauge water? Photo-cligraphic observations £50, is translated photoheliographic in the *Morning Post*, which is only slightly more intelligible. The most comic of all is an item of £6 5s. 10d. for "Alpine ascents." How many Alpine ascents can be made for such a sum; who can be found to make them; and what can be the "advancement of science" thereby? But utterly bewildering and dementing is this line, which we quote verbatim—"Prison diet upon the bodily functions of prisoners, £20." Whoever can explain this will indeed be adding to the advancement of science. One hundred and fifty pounds is set down for "Steam-vessel performances," and £25 for "Earthquake experiments." But we are content to give up all hope of accounting more explicitly for these sums.

Of these "earthquake experimenters," "water gorgers," "steam-vessel performers," "bodily function" explorers, cheap "Alpine ascenders," and "Diss-circle" improvers Science may well afford to say, after the manner of the coalheaver of his wife when she thrashed him, "Leave them alone; it amuses them and don't hurt me." Let the British Association meet by all means; let the ladies subscribe, as they do (bless them!), about one fourth of the funds; let the society collect clever chairmen and platform orators, and give clear, succinct reports, as often as they choose, of the state of scientific and mechanical improvement in the modern world; but let no future Pallissy, no undiscovered Watt, no poverty-stricken Arkwright, confound the "advancement of science" with the advancement of its young, struggling votaries; else he may, and probably will, discover the same weak point of the Association as that which we have attempted to indicate.

THE CONSERVATIVES AND LIBERALS are both actively engaged upon the City registration, each party being determined to secure as many adherents, and get rid of as many opponents, as they possibly can at the approaching revision of the lists.

CAPTAIN WALKER, late of the Galway line, has been appointed to the command of the Great Eastern.

## SAYINGS AND DOINGS.

HIS ROYAL HIGHNESS PRINCE LOUIS OF HESSE arrived in this country on Monday, on a visit to her Majesty.

MARLBOROUGH HOUSE is now being put into complete repair, and has undergone considerable alteration, to serve as a residence for the Prince of Wales.

THE PRINCE DE JOINVILLE, THE DUC DE CHARTRES, AND THE COMTE DE PARIS sailed for America on Saturday in the *Africa*, from Liverpool.

THE EMPEROR NAPOLEON has just purchased, out of his private purse, the portion of the Mont Palatine which is comprised under the name of the Farnese Gardens, and which belonged to the King of Naples.

THE KING OF SWEDEN has arrived at Stockholm, having gone direct to that capital, without visiting Copenhagen.

ACCORDING TO SEVERAL OF THE GERMAN JOURNALS, the ceremony of the King of Prussia's coronation will be accompanied by the promulgation of a new amnesty, and the creation of a number of new peers.

ONE OF THE MADRID JOURNALS states, on the authority of a Paris letter, that the Emperor and Empress of the French, in the course of their visit to Biarritz, will make an excursion to Artega, in Biscay, where her Majesty possesses a palace.

A MARRIAGE will shortly take place between Major the Hon. James C. Dormer, second son of Lord Dormer, and Ella, only daughter of Sir Archibald Alison, Bart., and widow of the late Robert Cutlar Ferguson, Esq., of Craigdarroch.

LORD PALMERSTON visited the camp at Shorncliffe and the School of Musketry at Hythe on Tuesday last, when there was a review at the one, and a display of rifle-practice at the other.

WE HEAR THAT DRURY-LANE THEATRE will open about the middle of this month for a season of English opera, for which some of our leading artists and a large band and chorus have already been engaged, with Dr. James Fitch as musical director and conductor.

THE VIENNA JOURNALS announce the arrival there of M. Richard Wagner, to personally direct the rehearsals of his new opera, "Tristan and Isolde."

GENERAL TUNN denies that he is to be married to Mdlle. Bonaparte-Wyse. "He has not even the honour of being introduced to that lady."

A MARRIAGE BETWEEN TWO COUSINS OF THE ROTHSCHILD FAMILY has been arranged, and will take place in London. A great many million dollars will meet on the occasion and be consolidated.

SIR EDMUND HEAD's period of office as Governor-General of Canada being about to expire, it is announced that Lord Monck will be appointed his successor. His Lordship's only experience of official life was obtained as a Lord of the Treasury from 1855 to 1858.

THE MORTAL REMAINS OF THE LAMENTED MARCHIONESS OF BREADALBACH were removed from Park-lane on Monday morning for Taymouth Castle, Perthshire. The interment took place in the family mausoleum in the park at Taymouth.

IT IS COMPUTED that 12,000 persons visited the Botanic Garden, Dublin, on Sunday, between the hours of two and seven. They went through the greenhouses in regular order, and everything passed off with propriety.

LAST WEEK, as the four daughters of Bishop Powys were bathing at the Isle of Man, Miss Gertrude, aged fourteen, was carried off her feet by a wave and drowned.

THE GREEK GOVERNMENT—itsself the child of revolution—is about to send a Plenipotentiary to the Italian Court at Turin.

MR. MOTLEY, the historian, has been appointed American Minister to Vienna in place of Mr. Burlingame, who goes to China.

THE PRESIDENT OF THE UNITED STATES has issued a proclamation, in accordance with the recent Act of Congress, suspending commercial intercourse with the seceded States, and declaring that all goods in transit, and the vessel or vehicle conveying them, will be forfeited to the United States.

THE *Era* says that Mlme. Jenny Lind (Goldschmidt) has made arrangements for an autumnal tour, accompanied by an efficient party of vocalists, including Mr. Sims Reeves.

THE LORD CHIEF JUSTICE has appointed Thomas Hull Terrell, Alfred Hanson, and Henry S. Maine, Esqs., of the Chancery Bar, to revise the lists of voters for the metropolitan boroughs, the city of London, and the county of Middlesex.

THE REV. H. B. WILSON, we are informed on good authority (says the *Clerical Journal*) will soon be subjected to prosecution for his share in the "Essays and Reviews," not by the Bishop of Ely, but by other parties zealously interested in the faith and teaching of the Church.

ADDISCOMBE AND HAILLYBURY COLLEGES have just been sold by public auction—Haillybury brought £15,200, and Addiscombe, with thirty-six acres of land attached, £33,600.

THE PRESS OF VIENNA announces that General Benedek has returned to that city from the baths of Marienbad, and is soon to leave for Verona, to resume the command of the army of Italy.

THE ARCHBISHOP OF CANTERBURY has consented to preside at the annual meeting of the Canterbury Diocesan Board of Education, which is to be held at Maidstone early in October.

THE NUMBER OF WEEKS during the month of August was 108; in January the number was 202; in February, 283; in March, 133; in April, 119; in May, 112; in June, 115; and in July, 91—making a total during the present year of 1223.

THE ADMIRALTY, says the *Army and Navy Gazette*, have determined to enter no more novices in the Navy, but to supply their places with boys, entering between the ages of fourteen and eighteen.

IT IS REMOVED that the lighthouse recently erected on the Needles rocks, in the Solent, is to be removed.

NONE OF THE BODIES of the unfortunate gentlemen who were drowned between Flamborough and Scarborough have yet been found, although frequent efforts have been made to recover them.

THE CONSTABLES OF THE CITY POLICE FORCE have held a meeting, and agreed to memorialise Mr. D. W. Harvey, the police commissioner, for a relaxation of the hours of Sunday labour in the force.

A YOUNG MAN at Bodmin, having jilted one young woman for another, the disappointed one sent him a cake poisoned with phosphorus, which he fortunately did not eat.

THE DEATH OF THE ONCE CELEBRATED TOM THUMB is announced in the Paris papers. He died in great poverty in one of the hospitals, after having fallen so low as to have been a show-dwarf at the country fairs.

DEPUTIES were recently sent from Finland to Stockholm with the object of promoting the separation of their country from Russia, and on their return home were immediately arrested by the Russian authorities on a charge of treason.

THE STORY ABOUT GARIBOLDI being about to accept a command in the Federal army of America is contradicted, as we expected it would be.

THE GREATER NUMBER of the master cotton-spinners and manufacturers of Lancashire have resolved to work their mills no more than four days per week.

RUSSIA has proposed to the Porte to defer its decision on the question of the union of Moldavia and Wallachia for three years.

THE JUDGMENT OF THE TRIBUNAL OF CORRECTIONAL POLICE, condemning Mils to five years' imprisonment and a fine for swindling and embezzlement, has been confirmed by the Imperial Court, after very lengthened pleadings.

BUTCHER'S MEAT has reached an extravagant price in Paris. A leg of mutton, such as could have been bought this time last year at fifteen sous the pound, was sold at the great Halle on Saturday at nineteen sous.

HIS MAJESTY'S COMMISSIONERS FOR THE EXHIBITION OF 1862 have received a communication from M. Meyerbeer, stating that, in compliance with their request, he will compose a march for the opening ceremony.

FOUR ABORIGINALS have been hung at Adelaide, in South Australia, for murder. Two of them seriously injured themselves in prison. Their victims were a Mrs. Rainbird and her two children.

A FREQUENT TRAVELLER on the Brighton line says that a signalman informed him last week that lately he was at his post for thirty consecutive hours!

THE WHEAT HARVEST is now completely gathered throughout France and housed in excellent condition. The new wheat is stated to be heavy and of good quality, but the yield is deficient in quantity.

THE ACCOUNTS from the wine-producing districts are satisfactory, in many vineyards the vines affording a prospect of an abundant vintage.

AN AGITATION has been recommenced in the West Indies for the abolition of the intercolonial penny postal rate on West India newspapers.

JOHN GRAYSON FARQUHAR, a gentleman of independent means, has been committed for trial by the magistrates of Birmingham for shooting Elizabeth Brooks, his housekeeper.

A NUMBER OF TEUCRIS belonging to a goods-train were thrown off the rails one day last week near the Cotterham Junction, on the London and South Coast Railway, but, luckily, no one was injured.

A LADY was last week burned to death in Paris from the sleeve of her dress coming in contact with the flame of a spirit-lamp, and so catching fire.

THE *Echo* of Bologna says:—"Luigi Ricci, aged eight, son of the well-known professor of music, lately directed the singers of the Church of San Giusse at Trieste, who executed a mass of his composition. The sacred cantata was 'crowded.'"



## ILLUSTRATED TIMES.

[illegible]



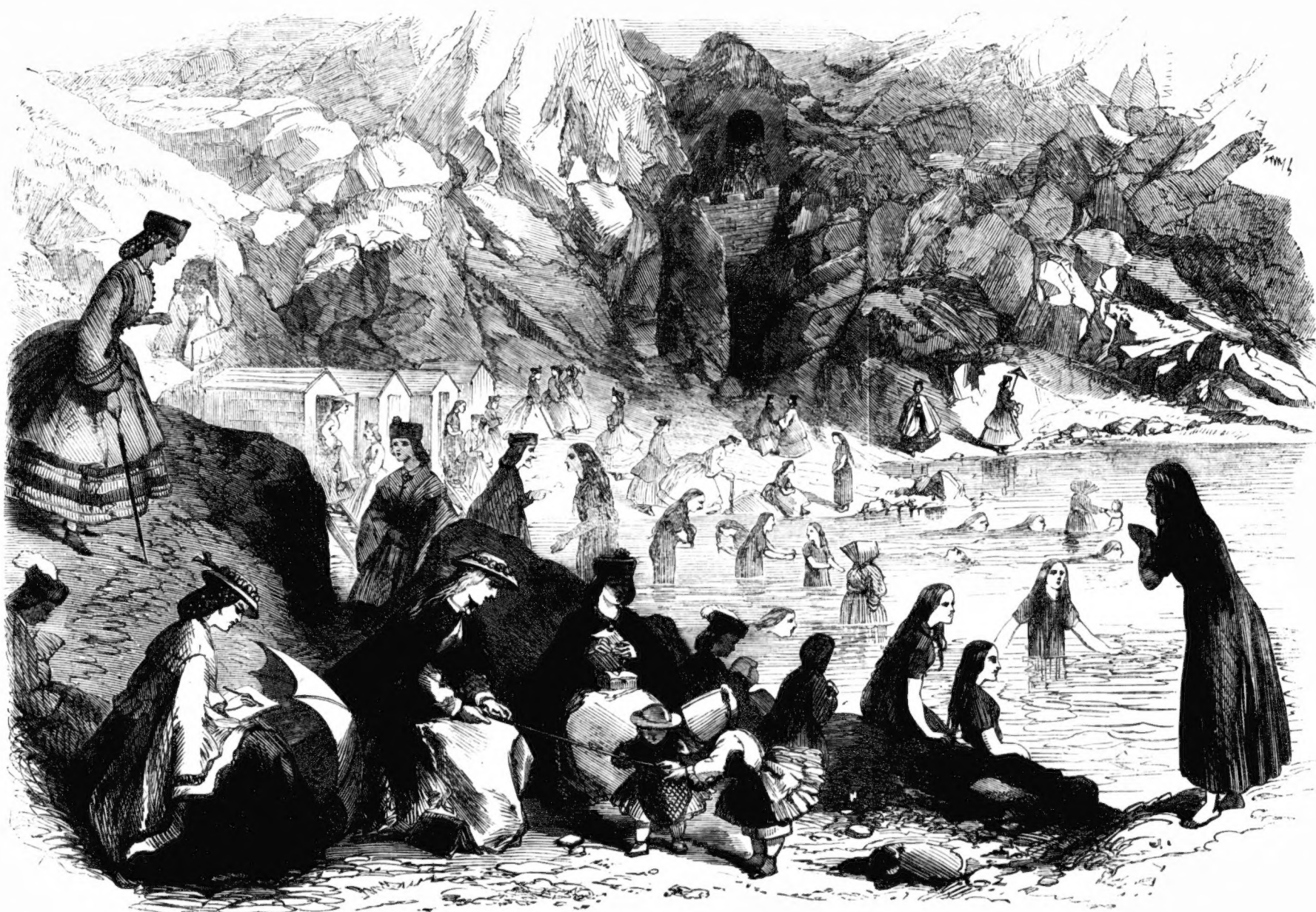


LORD PALMERSTON AT DOVER.—GENERAL MANSEL AND STAFF AWAITING THE ARRIVAL OF THE NEW LORD WARDEN

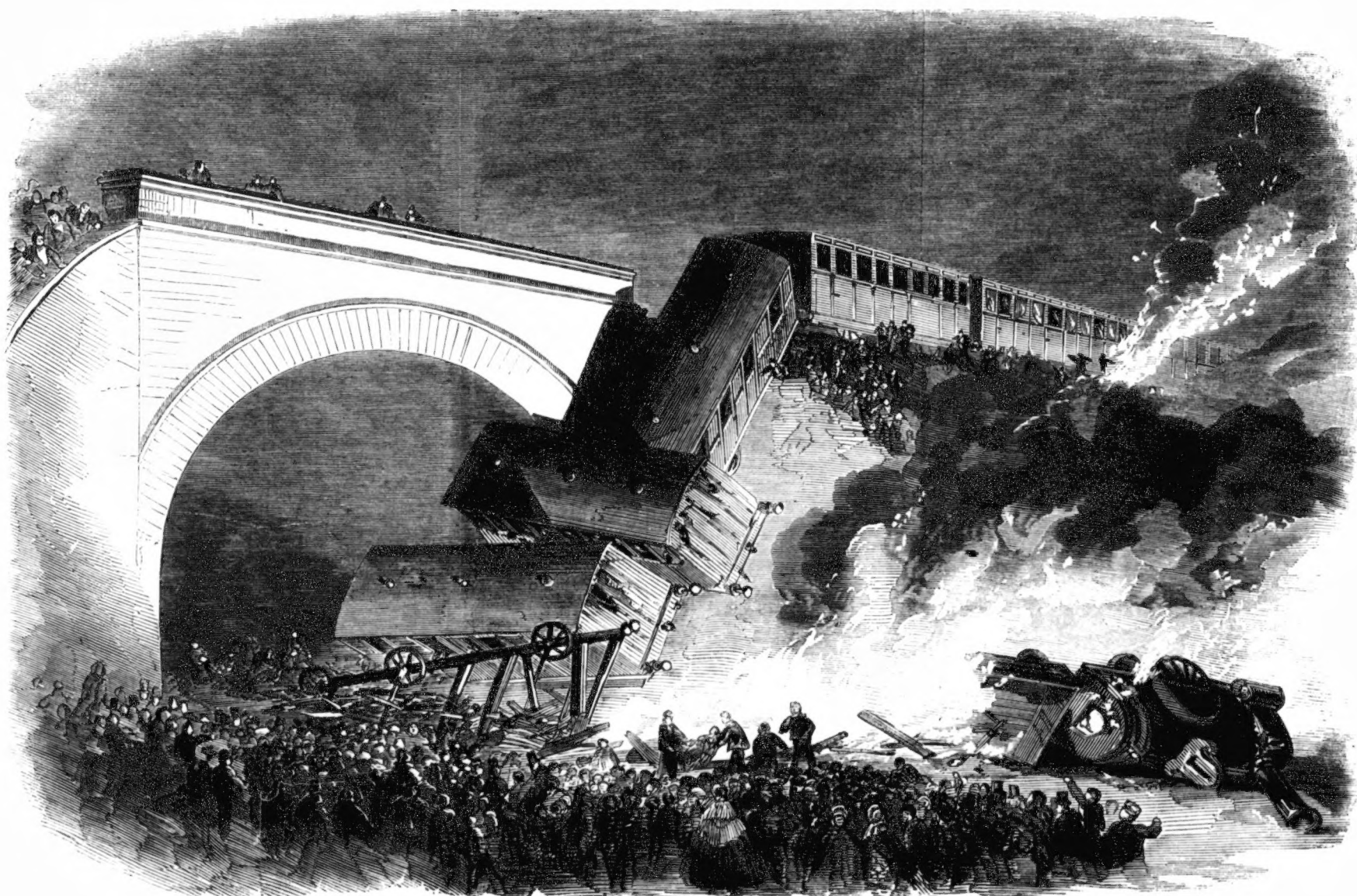


INSPECTION OF THE GINNEP PORT VESSELS AT DOVER BY THE LORD WARDEN





THE LADIES' BATHING RETREAT AT ILFRACOMBE.



THE ACCIDENT ON THE HAMPSHIRE JUNCTION RAILWAY



## ILFRACOMBE.

THE sensation which we experience when, after some months' imprisonment in London—through the fogs of November, the dreary east winds of spring, and the sultry heats of the dog days—we enter, the first morning after our arrival at the seaside, into our breakfast-room is a very delightful one; and especially is it so to us as we throw open the door, at eight o'clock in the morning, of our snug little room at Ilfracombe. At nine o'clock on the night before we had landed from the steamer in an open boat, the wind blowing half a gale, the rain descending in torrents, and the night dark as pitch. The passage down had been anything but agreeable; for it rained all the way, the wind blew hard, the vessel pitched and rolled—to some fearfully, to all uncomfortably; and then that open boat, crowded by a dozen passengers besides luggage! It was like entering a wolf's mouth, feeling our way into the little harbour, three parts surrounded as it is by gaunt rocks. We got safe ashore, however; and after an hour's delay in the close room of a small hotel we proceeded to our lodgings, and to bed. It was a miserable entrance upon a scene which our imagination had painted in such gay colours; but the scene from the breakfast-room window the next morning repaid us for all our discomfort. The rain was over, the clouds gone—a fine, tumbling sea was frolicking in the Channel—a glorious, fresh, breezy air was blowing in at the window—clouds were flying athwart the sky, playing upon the sea below; and scores of ships, of every size and rig, were scudding before the wind. It was like life from the dead, this scene, with all its beauty and freshness, as compared with that of the overnight, which, indeed, was no scene, for we could see nothing. "O glorious light!" Well might Milton dedicate a hymn to thy praise! Some one says that he who has viewed sunrise has seen something like the first creation of light. It was so with us that morning. The overnight all was blotted out as Turner blotted out one of his glorious landscapes with black lead, that it might not with its blaze of colour dim the picture of a rising young artist which was hung close by. But now the darkness is gone, the curtain is lifted, and a picture is before us that makes our spirits leap for joy.

## ITS PICTURESQUE SITUATION.

Ilfracombe is one of the loveliest spots in creation. The scenery is very different from any that you can see on the southern coast—not more beautiful than Hastings, but more abrupt in its outlines—more bold and striking—and timid tourists who would not like to venture upon a voyage of some seven or eight hours in the Bristol Channel may go by Exeter and Barnstaple by rail, and thence to Ilfracombe by coach. The distance between Barnstaple and Ilfracombe is eleven miles. Those who choose to take the sea voyage, wishing to get through in a day, must look to the time-tables, as the steamers cannot leave Bristol except at high tide. If the weather be fine and calm the voyage down the Channel is pleasant; but the said Channel, when the wind blows, has rough moods which are very trying to weak stomachs. There are no long reaches of sands at Ilfracombe for children to disport themselves upon. On the contrary, the coast is everywhere rocky, and huge blocks of black rock beset your path at every turn, whilst the cliffs, of the same material, rise up sheer from the sea to an elevation in places of many hundreds of feet, with surprising grandeur. The position of the town is singularly picturesque. It consists mainly of one street on the side of a hill, and between this and the sea is a huge irregular conical rock, called Caplan Hill, round which a spiral road has been cut, by which you can mount to the top. This is the fashionable promenade, and it has this convenience—which ever way the wind blows you may find shelter from the blast. Nothing can be finer than the panoramic view of the sea which you get whilst walking round this hill. As the hill stretches some way into the sea you can see the coast for miles. On a clear day the Welsh coast may be discerned, and Lundy Island is generally to be seen, whilst the ships which pass up and down the Channel amount to hundreds in the course of the day.

## THE BATHING POOLS.

The bathing here is very fine, far superior to anything that I have seen elsewhere. In most of our watering-places you have to bathe on the open shore, and consequently have to put up with not a few disadvantages. In the first place, the exposure is not pleasant; secondly, it is very difficult, unless you be a strong and practised swimmer, to get into deep and clear water; and, lastly, unless the sea be remarkably calm, the surf which breaks upon an exposed open shore is very unpleasant. But at Ilfracombe the bathing-places are nearly land-locked; deep bays almost surrounded by lofty rocks, and the water is so clear that you may stand immersed to the neck and see the rocky bottom. The ladies' bathing-place (an illustration of which is given) is a perfect model. It is a capacious bay, approached only by a tunnel through the rocks, at the mouth of which watchful guardians warn off all of the other sex. It may be used when the tide is in, but it is most in favour when the tide is out. There, protected from the world and cut off from the open sea, or nearly so, it is always calm and unruffled, whilst there is at the same time plenty of space to accommodate any number at a time. The maidens there may paddle or dive, or swim or disport themselves, as they please. No mud discolours the water, no nasty waves tumble their dresses; there are no treacherous depths, and there are no impertinent gazers. In short, it is a model bathing-pool, seemingly made by nature for this purpose alone.

## THE NEIGHBOURHOOD.

The walks and rides round Ilfracombe are inexhaustible, and the scenery, for grandeur and picturesque beauty, cannot be surpassed; and it is not here as it is at most of our watering-places on the southern and northern coasts. Here are no barren downs such as we have at Brighton—no bare chalk hills like what we see at Dover; but everywhere the hills are clothed with verdure or crowned with corn, and you can scarcely walk half a mile without having to descend into glens and valleys cultured like gardens or thickly studded with trees. The walk, for example, from Ilfracombe to Watermouth is a succession of such scenery, and at the end of your stroll you come to a beautiful cove, which is so shielded by rocks in every imaginable form of picturesqueness, and is so secluded and quiet, that it looks as if it must have been made specially for the use of the deities of the sea; or take the path on the other side of the town, and proceed onward over the "Torre," and you get scenes equally romantic, and at length, within a morning's walk, you come to Wollacombe Bay, surely one of the finest bays in the world. For several miles here you may traverse a semicircular beach of fine sand. These walks are by the seashore. Inwards—the road towards Barnstaple, for example—you have pure Devonshire scenery, magnificent wooded slopes, deep valleys, running streams, &c., &c.; or, if you wish to go further afield, a morning's ride up the Channel brings you to Linton and Lynmouth, whose beauty is famous all the kingdom over; or, down the Channel, you may in the same time arrive at Bideford, the principal scene of Kingsley's "Westward-Ho," or Clovelly, that singular village, also noticed by Mr. Kingsley, and so admirably described by Dickens. In short, the coast of North Devon here for picturesque scenery is simply unsurpassable.

A WINDFALL.—Corporal William Harwood, of the third company of the 25th Regiment, has just had the good fortune to come into possession of upwards of £3000. The mother of the lucky Corporal was bequeathed a portion of the fortune of her uncle, the late Captain Whitaker, of the 8th Hussars, who resided at Acclington, Lancashire, and died in 1859. It amounted to more than £12,000, and on Mrs. Harwood's death, which happened about a fortnight ago, fell to be divided among her four surviving children, of whom Corporal Harwood is the youngest. He is a native of Bolton, and entered the Army about six or seven years ago by enlisting into the 68th Regiment, from which he volunteered into the Cameronians at the close of the Crimean War. Corporal Harwood has purchased his commission.—*Edinburgh Courier.*

## ANOTHER TERRIBLE RAILWAY DISASTER.

ANOTHER most fatal railway accident has occurred, the scene of the calamity being that portion of the Hampstead Junction Railway which passes through the Kentish-town fields, close to the well-known water-cress beds. The Hampstead Junction is a line which has been opened within the last two years. It joins the North London at Camden-road station, and passes thence through Camden-town and Kentish-town, by Hampstead, and so on to Kew. In its course from the Camden-road station of the North London Railway the Hampstead Junction line is curved in several places, and passes close to the rear of the houses till it crosses the Carlton-road in Kentish-town. It then enters the fields, and for about a quarter of a mile runs at the back of the houses on the east side of Carlton-road, and between them and the main road through Kentish-town, which leads to Highgate-rise. A few hundred yards further on in the Hampstead direction is the Kentish-town station—the first on the line after it leaves Camden-road. The Hampstead station is about half a mile beyond that of Kentish-town. From Hampstead to the point at which the line crosses Carlton-road it forms an arc of considerable bend. The collision took place at some dozen yards nearer to the Kentish-town station than a bridge over what is at present a path from Carlton-road to the Kentish-town-road. Down to this bridge, from the town end, the rails are laid on a road supported by brickwork arches, which are about 35 ft. high. From the bridge to the Kentish-town station there is an embankment of about the same height, and from the Kentish-town station to Hampstead a deep cutting. The company is at present erecting an extensive coal depot adjoining the Kentish-town station and a train of trucks is engaged daily in bringing up ballast from Bushey for making the siding which is to lead from the main line into the coalshed. When these trucks deliver their ballast they proceed up the line to the bridge over the pathway before referred to. At this point there is the usual apparatus for shunting them in on the down line, and they return to the Kentish-town station, and so on to Bushey.

On Monday evening, at about twenty minutes past seven o'clock, the men in charge of the ballast-train had delivered their loads and proceeded to the bridge, on which they were being shunted, when a passenger-train was seen to be coming up at a rapid pace along the line from which the ballast-train was moving slowly. The driver of the latter had lighted his lamps, and when he saw the other train approaching he waved a red light and shouted. The driver of the former in his turn blew his whistle, but the precaution was too late. It was not yet dark. There were many people in the windows of the houses in Carlton-road and a great number walking in the fields, and from several of them shrieks were heard before the trains met, for it was but too evident to any one who saw their respective positions that in a few seconds after the red light was waved and the up-engine blew a succession of awfully shrill screeches a violent concussion was inevitable. Attached to the engine of the ballast-train were nineteen trucks. About half these had crossed to the down line, and about mid-way it was struck by the passenger-train. The scene, as witnessed from the fields below, was terrific. Immediately the engine had struck the trucks, and shivered them into atoms, it leaped from the rails with a sort of half-puff, half-bellow, which was heard to a distance of fully half a mile, and rolled down the embankment on its own side of the line with a hideous dull sound, and one or two frightful screeches. The carriages which followed ran on a few feet; but just at the spring of the arch of the bridge the break bounded right over, and was followed by four carriages, in which were a number of passengers. The first two carriages jumped clean into the field, where they lay on their sides, one over the other. The next came with its end upon the second of the two carriages which had broken off from the train in their bound; and when the train came to a standstill this third carriage remained poised in the position in which it had fallen upon the others. Its coupling-irons not having broken, it dragged the fourth carriage half over the side wall of the bridge, in which position it remained half suspended, but with its hind wheels stuck in the embankment. The inhabitants of the neighbourhood instantly ran to the spot. The moans of the dying, the cries of the wounded, and the lamentations of those whom their relatives, were to be heard on every side. The ends of the first two carriages had been broken by the fall, and several of the passengers were at once pulled out. They were lacerated and bleeding to a frightful extent. In some instances it was impossible to recognise a single feature, and the unfortunate victims were unable to utter a word. There were a great many young children and babies in the train, and the screams of several of them were heartrending in the extreme. "Father!" "Mother!" "My child!" "My God, my infant!" were cries that assailed the ears from every direction. Many women, on being released from the carriages, dropped down in an apparently lifeless swoon. The engine lay on its side, still puffing, and with steam rushing forth at all points. Near it was stretched the poor fireman, who had fallen with it. He seemed much injured, and was carried off to an hospital. By this time it was getting quite dark, and necessarily there was the additional element of confusion added to make up a scene such as has been rarely witnessed even after railway collisions. The families residing in the neighbourhood sent for doctors and conveyances for the wounded. Many of the latter were at once carried off to the residences of medical men, but others requested to be allowed to lie in the fields, if only a drop of water could be procured for them. Within about twenty minutes after the accident a strong body of men from the Kentish-town and Camden-town police stations arrived, and a number of cabs and waggons were on the ground; but at eight o'clock it was dark, and no gas near. Light was all important, and the remains of the break which had fallen over were set fire to. There was no need to chop it up small; for it had been shivered into a thousand fragments. When the pieces were in a blaze the spectacle was still more awful than it had hitherto appeared. The glare discovered the wounded men, women, and children that lay about, surrounded by little groups, who rendered them such assistance as could be procured on the instant. There was the engine on its side, puffing out its hot steam; carriages were hanging in a position that made them appear as if they were just about to fall to the earth; and from under the first carriage that had come over the bridge there were visible the head of one man and the legs and arms of another. The police and others at once set about attempting to extricate those who remained inside; but it is almost unnecessary to add that only lifeless bodies were taken out. They had already been half an hour in a carriage that had fallen some thirty-five or forty feet, and over which lay another that had come down with its full weight from the same height. Much anxiety was expressed about the fate of John Scott, the driver of the passenger-train, of whom up to this time nothing had been heard. A search was made for him up and down the embankment, and in a few minutes after it was commenced a man in the employment of the company stated that his dead body had been found near the engine. This, however, was subsequently ascertained not to be the case. Scott was still alive, though his left thigh-bone and right arm were fractured, and he had sustained other injuries. The stoker was much scalded and otherwise severely wounded. The engine of the ballast-trucks remained on the line undamaged after the collision, and none of the men in charge of it appear to have been injured. Trains coming up from Kew usually stop at the Kentish-town station, it being the next to Camden-road, and at the latter passengers have to change carriages for the North London line. In this instance the excursion-train did not do so. This the men on the ballast-train distinctly state, and it seems impossible that it could have stopped there, for had it done so the driver must have seen the ballast-trucks. Indeed, at the scene of the accident the matter was not disputed; for, on some one remarking that it was a wonder why the passenger-train had not pulled up at Kentish-town, one of the officials remarked "It was an excursion, and had no right to stop there." In reply to an inquiry as to

whether he was right in shunting at that particular moment, one of the men in charge said there was nothing to tell them that the up-train was coming, and added "There are no papers for these excursions." If it be a fact that there are no time-tables for excursion-trains at a point where shunting has been going on several times in the day for some weeks past, there must have been gross negligence on some one's part, more especially if the passenger-train was to pass the Kentish-town station without pulling up. Under such circumstances, and considering that the line is so much curved from Hampstead to Camden-town, the only wonder is that such an unpardonably faulty arrangement had not sooner resulted in a catastrophe like the present.

The train, the return journey of which has brought desolation and sorrow to so many homes, consisted of thirteen or fourteen carriages besides the breakvan which followed the engine. It appears that the servants of the North London Railway have formed themselves into a society for the purpose of raising a fund for the benefit of any of its members and their families who may suffer from accidents occurring on the railway. With a view to increase the fund it was arranged that an excursion should be taken to Kew, and Monday was the day agreed upon for that purpose. Accordingly, two excursion-trains started from Bow as early as nine o'clock in the morning, taking up excursionists at every station. It was to the second train of the return excursionists that the terrible disaster above described occurred. A large proportion of the occupants of the carriages were children and young persons, and these have therefore been the principal sufferers.

At about a quarter-past eight a down-train arrived from London. The engine came to a standstill, of course, and the look of terrified amazement with which its occupants viewed the scene was indescribable. At that hour there were some thousands of people collected in the fields and up the embankment at each side of the bridge. Two or three of the smashed carriages formed one monster fire that shot up its flames to an immense height. The wounded lay here and there, writhing in agony. Men were engaged in dragging corpses from under wheels and axletrees and out of carriages that had been crushed like pasteboard. Gentlemen and ladies carried water-cans, bottles, and other vessels, and were constantly giving those draught, which the mangled so greedily asked for. Many ladies ran about with linen for the doctors to bandage the wounded, and themselves assisted in the kind office. The policemen with their lanterns kept a path for those who were carrying the injured to the cabs, vans, and carts, which were now drawn up in a line to the byroad leading out to Kentish-town; and from all sides men, women, and children were running with lamps and lighted candles to what, without the slightest exaggeration, may be termed a field of slaughter. The driver of the ballast-train said that the excursion-train appeared to him to have been coming at a rate of about sixty miles an hour; but the probability is that he was deceived in this. To those who saw it from the windows of the houses and from the field it did not appear to be coming at such a speed, though its pace was rapid.

The sufferers were as speedily as possible conveyed to the Royal Free Hospital, Gray's Inn road, to the Middlesex Hospital, the University College Hospital, St. Pancras Workhouse, to the private residences of medical gentlemen in the neighbourhood, and to other places, in all of which the utmost promptitude was displayed in attending to their injuries, and, as far as possible, mitigating their agonies. A more distressing scene than was witnessed at the University College Hospital soon after the accident no language can describe. Persons who had sustained the most frightful injuries were brought in vans, in carts, in cabs, indeed by every sort of conveyance which was at all available for the purpose. Their shrieking and groaning were fearful. Many prayed that they might not be removed from the vehicles in which they were brought to the hospital, but might be left to die. This was the case with the stoker of the engine, who, although most frightfully scalded, was perfectly sensible, and seemed to feel that the dread sentence of death had been too surely passed upon him. At the Royal Free Hospital and the Middlesex Hospital like distressing scenes occurred.

Twelve deaths have already resulted from this calamity, besides injuries more or less severe to about 100 other persons, several of whom continue in a very precarious condition. The coroner's inquest into the deplorable occurrence was formally opened on Wednesday. The jury, in the first instance, proceeded to the various hospitals to view the bodies of those who had perished, and they were then conducted to the scene of the catastrophe, which they very carefully surveyed. Subsequently they received evidence as to the identity of the unfortunate deceased, and the inquest was then adjourned till Friday.

## THE HARVEST.

ENGLAND.—Harvest operations may now be considered as concluded throughout the English counties, and the result is highly satisfactory. The grain crops have been got in in admirable condition, and, although in some cases the quantity is not more than an average, the quality is almost unexceptionably good. Finer samples could not be wished than those produced by the portions of the wheat crop thrashed, and there is every reason to be grateful that we have escaped a repetition of the defective harvest of last year.

SCOTLAND.—A pleasing change has recently taken place in the weather in most parts of the north, sunshine having succeeded to showers, and the skies and drying breezes taken the place of the gloomy rain-clouds and high winds which had previously prevailed; and the consequence has been that ripening, reaping, and even carrying in some districts, have been making good progress. It is expected now that a very fair crop will be reaped in the northern part of the island, though not equal to that with which England has been favoured. Complaints still continue to be made of the prevalence of the potato disease.

IRELAND.—We are glad to be able to report an improvement in the weather in Ireland also, her Majesty having recently carried her usual good fortune in weather along with her to the sister island. Of course the opportunities afforded have been vigorously improved in getting the crop out and secured wherever ripe enough; though, in consequence of the previous unfavourable state of the atmosphere, much green grain is still to be seen. Good progress, however, has been made within the last week, and should good weather be vouchsafed for a week or ten days longer, tolerably satisfactory accounts may be anticipated of the Irish harvest. The state of the potato crop in Ireland is reported to be very unsatisfactory indeed, disease being almost universal.

HOPS.—As usual at this season, an immense number of Irish and others have wandered their way from the metropolis into the hop-growing districts. In addition to those that had come in during the week, no fewer than 20,000 arrived at Maidstone by railway on Sunday, the South-Eastern Company running four special trains at a fare of 2s. from London. Another special train started from the London-bridge station at five o'clock on Monday morning, completely filled, and many parties have trudged in by road. A few weeks since there was but a sorry prospect for them, but from the improved state of the plantations they will now reap a fair harvest. Owing to the continuance of dry weather and the heat which has prevailed during the last week the hops ripen very fast. In some localities red rust has been observed, an ordinary consequence of drought; although it is not so generally and extensively to give alarm, it will doubtless hasten the picking, which has already commenced in the most forward districts. A very marked improvement in the state of the plantations is everywhere reported, and it is now hoped that a moderate, if not good, crop may be secured.

THE LONGEVITY OF THE ARMY.—Although General Francis Moore, who died last week, was the senior General in the Army List, he was not the oldest officer in the service. Sir James Watson occupies that distinguished and venerable position, having donned the King's uniform as far back as the year 1783, a year before Lord Palmerston was born. The senior General now on the list is Sir John Wright Gaithe, Colonel of the 93rd Light Infantry, who became a soldier in 1791; but in length of service he is, also, 14 years out not only by Sir James Watson, but by General Cosmo Gordon, General Richard Pigot (1797), Sir Howard Douglas, General Henry Edward Bakeney, Lord Seaton, Lord Gough, Sir A. Gifford, and Sir William Gamm, all of whom entered the service before Sir J. Watson. Notwithstanding the dangers, wounds, and hardships undergone by the gallant old gentlemen, they show an amount of longevity which is truly remarkable, or, at least, very rarely equalled. It was but last year that General Gaithe, who is now 78, was reported to be in the best of health, and his mission as far back as New Year's Day, 1778.—*Army and Navy Gazette.*



SCOTCH SEQUESTRATIONS.—D. KIRKWOOD, Leith, merchant.—J. STEEL, Cambuslangh Lankashire, builder.—J. MACDONALD, Edinburgh timber merchant.



SATURDAY, SEPTEMBER 7, 1961.